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Fisher
11-20-39

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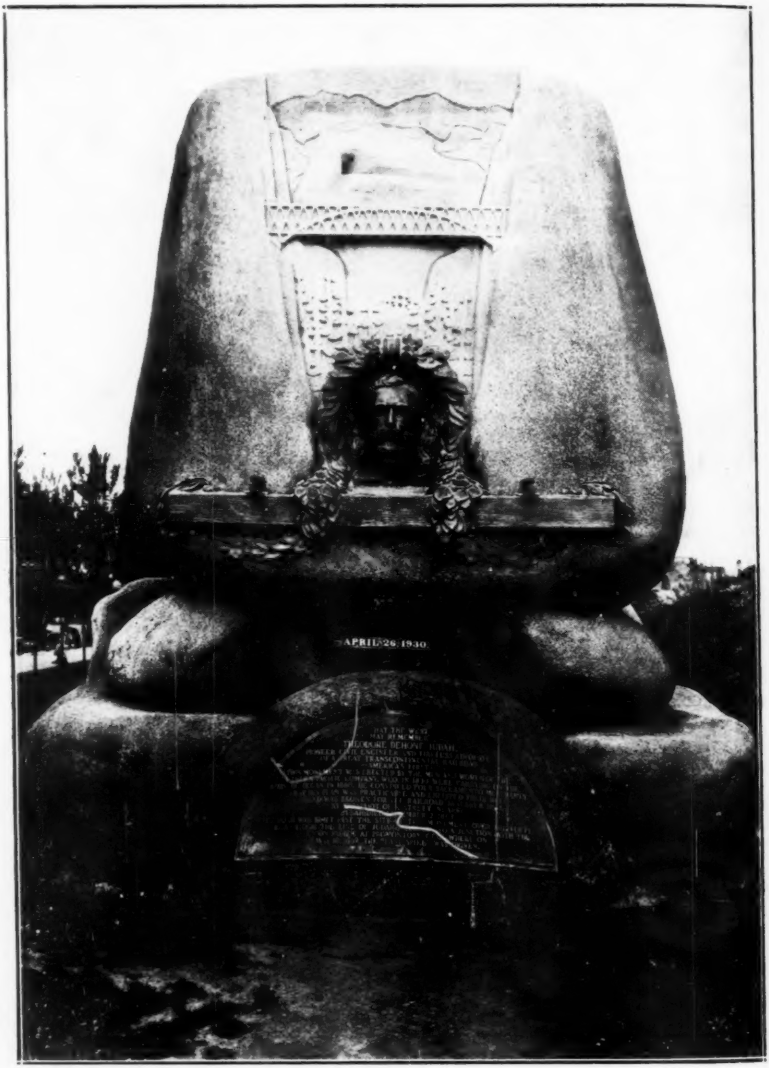
APRIL 26 1930
THAT THE WEST
MAY REMEMBER
THEODORE DEHONE JUDAH

Photo by D. L. Joslyn.

Monument erected to Memory of T. D. Judah. The center stone weighed 40 tons when it was brought from the summit of the Sierra Nevada Mountains. The bronze plaque and the bronze bust of Judah were cast in the Sacramento Shops S. P. Co.

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This year Sacramento celebrates her one hundredth anniversary of its founding as a city. Here was started the construction of the first railroad in the State of California, here was started the Central Pacific, the road which formed the connecting link for many years with the East. It was in Sacramento that the shops of the Central Pacific were located and the work done by Mr. A. J. Stevens and others brought him fame in the railroad world. The new owners, the Southern Pacific, have continued the use of these shops and they too, have a history of their own. Other roads were built into Sacramento, some of which have since disappeared or taken over by other companies but to Mr. Joslyn we are deeply indebted for his hours of patient research and the writing of this interesting chronicle. Truly, the ingenuity shown by some of those early pioneers is worthy of our serious consideration. We have much that is new and we have much to consider.

The Romance of the Railroads Entering Sacramento

A BRIEF OUTLINE OF THE CITY OF SACRAMENTO

By D. L. Joslyn

The first permanent settler within the limits of what is now the city of Sacramento, who is known to history, was Captain John A. Sutter.

The city gets its name from the river that flows by its doors and was called such by the Spanish and Mexican Catholics, in honor of the Christian institution. The word differs from the Spanish by the addition of one letter. The first name of the town was "New Helvetia," bestowed upon the settlement that Sutter founded in 1839 when he first landed.

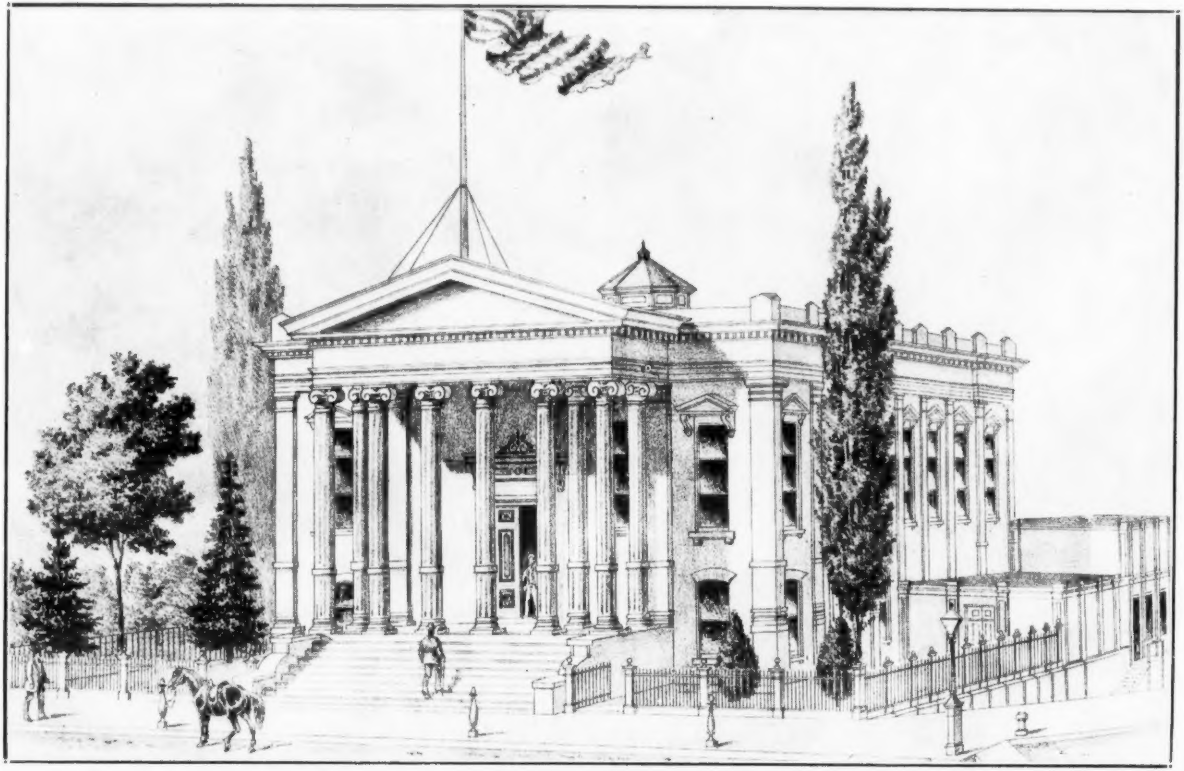
Sacramento is 38° 35′ north latitude and 121° 30′ west longitude from Greenwich. The elevation is 31 feet above sea level. The city lies in the middle of a broad valley which extends from north to south and this valley is bounded on the east by the Sierra Nevada mountains and on the west by the Coast Range.

The news of the discovery of gold in 1848 attracted a large number of people to New Helvetia, and tents sprang up like magic all over the level plain on which the city now stands. In December 1848, the first survey to regularly lay out the town was made by Wm. H. Warner, of the United States Army, assisted by a young man whom the world afterwards knew as General Wm. T. Sherman. The city as then laid out, consisted of streets running north and south and east and west, and these streets are still such after all these years, in the old part of town.

For the first several years after the town was laid out, the Sacramento river kept peacefully within its banks, but the hydraulic mining in the foothills was fast filling the river with debris and during the winter of 1853, due to heavy and early rains, the town was completely flooded and many lost all that they possessed. Nothing daunted, the citizens proceeded to build levees around the town to provide against any such repetition. However, in 1862 the river again rose and six feet of water covered the town. This time the citizens took more drastic means to protect themselves. They raised the town six feet higher by hauling sand and silt from the river, and in addition to this, they raised their levees above any possible chance for the river ever to enter the town again, and it never has been flooded since, altho during 1908 and 1909 during the terrific rains of that period the waters came dangerously close to topping the levees. So, the levees were again raised.

The first regular mail service established was on June 25th, 1849 when the Schooner John Dunlap arrived from San Francisco bringing newspapers and mail from the "States."

Sacramento being the natural starting place for the "diggings" as the mines were called; grew with amazing speed and while the official tabulation of the population of Sacramento in 1847 was 287 whites, 479



The old State Capitol building at Sacramento. Here the Railroads filed their Articles of Incorporation with the Secretary of State.
After the new building was erected this building became the County Court House.
From an old Woodcut.

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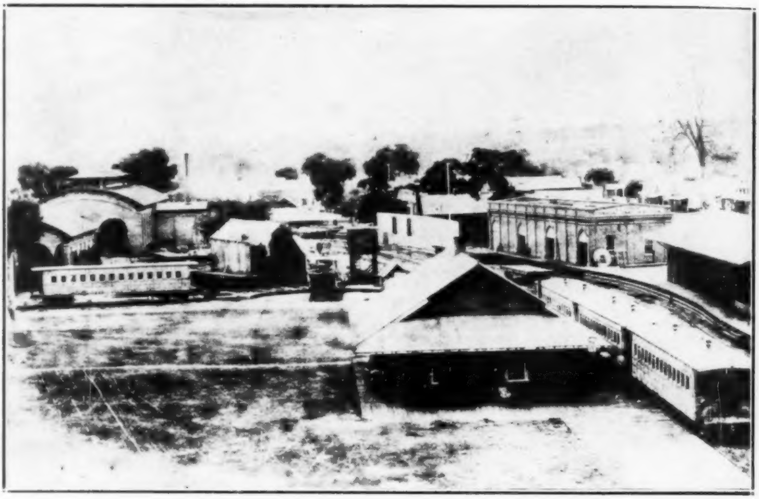
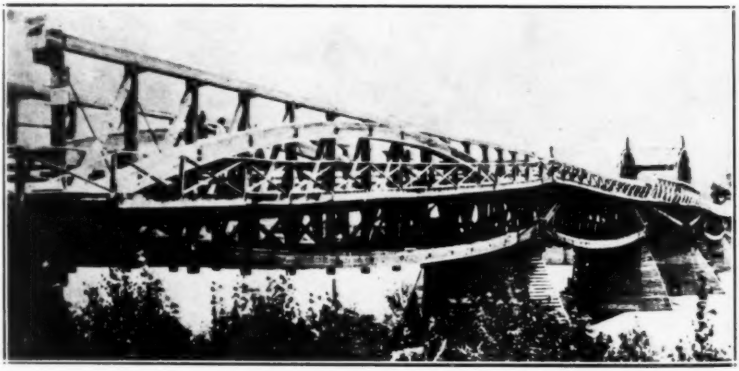


Courtesy State Library, Sacramento

Station and Corner of Shops. The Sacramento Valley R. R., Folsom, 1850.



California Pacific R. R. Bridge across the Sacramento River, 1870. From an old Stereo by Alfred Hart.

"Tame" Indians, and 16 half breeds; by 1880 the population was given as 21,450 and it remained nearly stationary at around 25,000 until the turn of the century. Sacramento now boasts a population of 120,000 and is rapidly growing.

In 1856 when the Sacramento Valley Railroad was opened for business to Folsom, the city suffered some from the fact that the railroad transferred the greater part of the business to the mines from Sacramento to Folsom, but with the coming of the Central Pacific Railroad and the establishment of the shops of that road in Sacramento, the city took on new life.

The first attempt to establish a civil government under the American idea of government was on April 30, 1849. It was not until November 13, 1849, however, that an election was called to elect a city governing body. But little was done at this time.

On February 27, 1850, the first Legislature of the state, passed an act to incorporate Sacramento City, as it was called for years. The act called for a Mayor, a recorder and nine members of a common council, one of whom should be elected president. The first election under this act was 30 days later, when a Mayor, recorder, nine councilmen, city marshal, city attorney, assessor and treasurer were elected.

In 1858 the city and county government was consolidated and this existed until early in 1862 when the city voted to operate their own government and separated from the county.

Sacramento became the permanent seat of government of the state on the 9th of February 1854 when the Legislature passed a resolution fixing that city as the Capital of the state. The present building, housing a part of the state offices, was started in 1860, the corner stone was laid in 1861 and the building first occupied in 1869. Additional buildings have been erected from time to time to make room for a constantly growing state, but the old building still houses the Governor's office and the Legislature still meets there once every two years.

Sacramento is a home town, that is, the greater part of its citizens own their homes and take great pride in keeping their grounds looking pretty with lawns, shrubs and flowers. Of late years, apartment houses have began to encroach upon the residences, but the town has gradually grown east and south and the greater part of the building now going on is of five and six room dwellings.

The climate is inclined to be a trifle hot in the summer, but it is a dry heat, and no one suffers much. The winters are mild, with some frost and cold weather, but not enough to do any great amount of damage. Tropical foliage grows out of doors, the palm trees flourish, oranges and lemons grow and ripen and during the summer time the city appears to be one great flower garden.

This being the 100th anniversary of the founding of the city, a suitable celebration is to be staged and one and all are invited to visit Sacramento's Golden Empire.

THE SACRAMENTO VALLEY R. R.

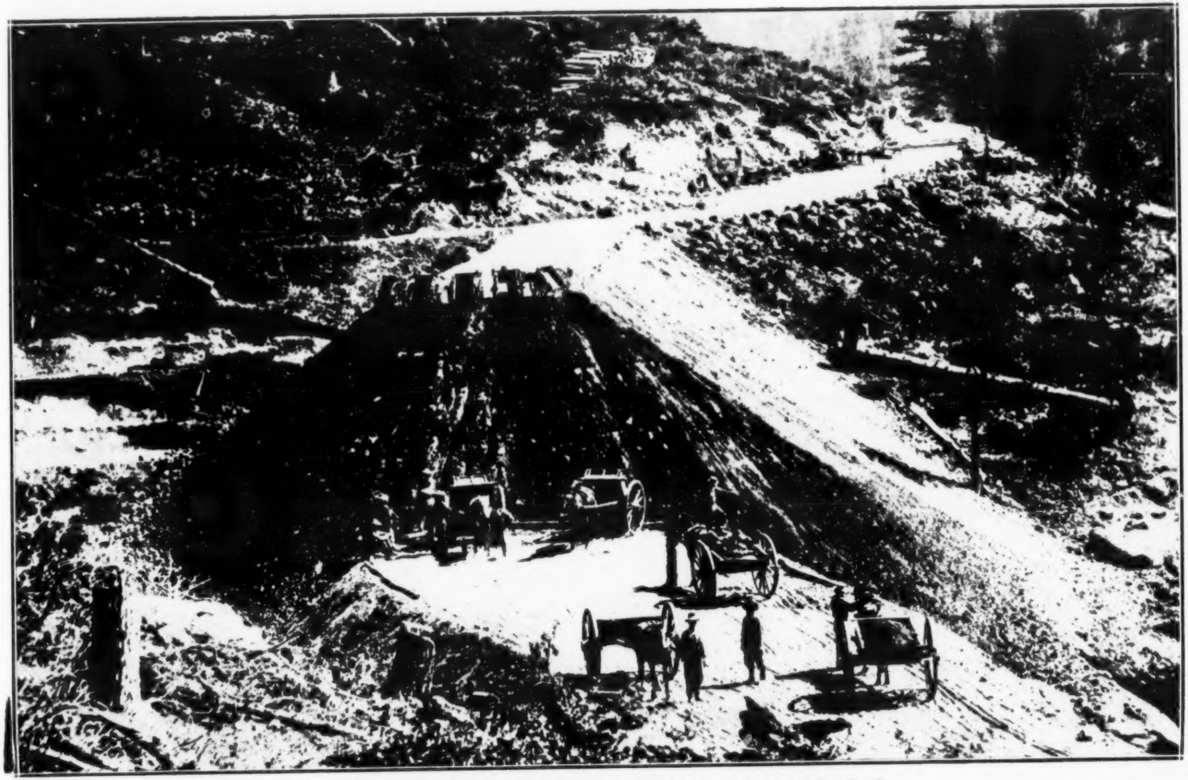
Converging channels of commerce fix the sites of cities and govern their destiny. Rivers and bays and the endless sea are the channels Nature offers, and roads, canals and railroads are provided by man. From the earliest dawn of civilization, the aim of governments and of statesmen has been to connect the country with the capital, and to facilitate inter-communication between all commercial points. Rome in the glory of her world power realized this and provided highways that were the wonder of the world enabling that proud empire to keep in touch with her outlying provinces and dependencies.

With the fall of the Roman Empire, civilization declined. The grand system of public highways which were a part of Roman greatness decayed with her, and in the semi-barbaric days that followed, inland commerce almost ceased to exist. Sea ports became the centers of wealth and power and those localities were most successful where rivers or deep bays afforded water communication with the interior. At last canals were constructed as adjuncts of water courses and were considered the grandest works of engineering of their day. They were, indeed, a noble step in advance, and gave impetus to the new civilization.

But the crowning triumph of inventive genius was the conception of the railroad and the locomotive. It is the system that affords the present opportunity; that enables commerce to exceed all record of itself in history; that promotes civilization by facilitating inter-communication and makes all people kin. The railroad in its effectiveness far surpasses the costly and massive highways of the ancient Romans. Two simple bars of iron placed upon the ground, almost concealed amid the growing herbage, constitutes the channel of a mighty commerce. Over mountain and plain, through watery marsh and sandy desert, the railroad bears its equal way, and over it, as part of itself, the apparently vitalized machine rushes along with its laden train, with the speed of the wind and as tireless as the elements.

It was these two simple bars of iron placed upon the ground, providing a means for the apparently vitalized locomotive to rush upon its way, bringing the cities closer together and providing a means for the farmer, the manufacturer and the merchant to get his goods to distant points in faster time, as well as to transport himself in comfort and ease, that finally opened the vast inland commerce of California and hastened the settling of the west. The inland commerce of the state was necessarily large and roads through mining regions were constructed at great expense. The transportation of goods and passengers was conducted in as good a manner as the case would admit; but the travel by stage, however fine the coach or dashing the team, was toilsome in the extreme, and the freightage of goods in the mammoth "prairie schooners" with one or two "back sections" attached, slowly dragged over the dusty or muddy roads by long lines of mules or horses, was tedious and expensive.

Before the discovery of Gold, California was a sleepy Arcadia, a part of Mexico, and well content with herself, and content to go on



Making a fill in the Sierra Nevada Mountains 1866. Central Pacific R. R.
From an old Stereo View by Alfred Hart.

Making a fill in the Sierra Nevada Mountains 1866. Central Pacific R. R.
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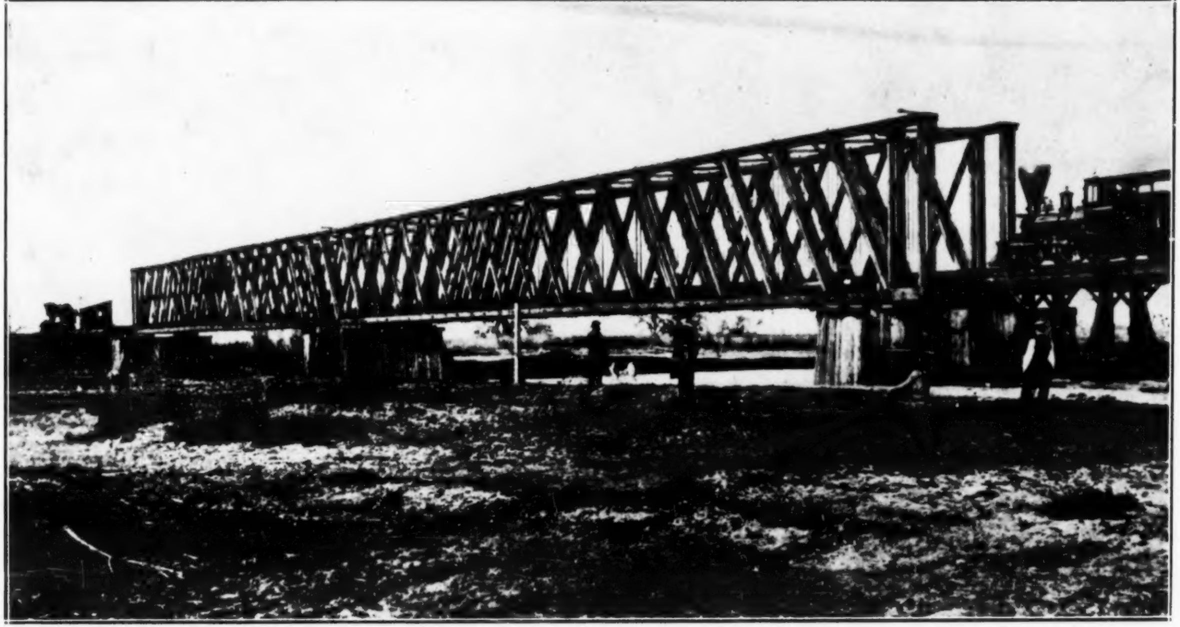


The American River Bridge, piles for which were being driven January 8, 1863 when the Central Pacific was inaugurated. This bridge was washed out during high water a few years later and was rebuilt under the direction of Benj. Welch.
From an old Stereo.

dozing in the sun, raising what little she needed for her wants, importing the rest from Mexico or Spain. Into this somnolent Arcadia of Mexican California in 1839, came Captain John A. Sutter, an ex-Swiss army officer. He secured from Governor Alvarado a grant of land of ninety-nine square miles of any place that he might select, that was not already occupied. He chose to ascend the Sacramento river and establish himself on its banks. No guide could be found to lead the way up the river, as none had ever wanted to go up there, so Sutter, with a party of six white men and eight Kanakas, set forth into the unknown land. Landing at a point where the Sacramento and American rivers joined, he established his camp and built his fort of adobe and as time went on a small community grew up around his fort. As Sutter offered an hospitable welcome to settlers, the community grew into a prosperous trading post and by 1847 reported a population of 287 whites, 479 "tame" Indians, and 16 half breeds.

It was during this year that the need for lumber to build further shelters for the growing community prompted Captain Sutter to dispatch John W. Marshall up the American river to choose a site for a saw mill, and in building the race way for the mill, the discovery of gold was made which resulted in the mad rush to California in 1849. Through the irony of fate, the discovery of gold brought ruin to Captain Sutter, but it converted the community into the metropolis of Sacramento. It was the natural point for the shipping of supplies to the miners and the arriving point of the immigrants from the eastern states, who came in steadily increasing numbers with the ceding of California by Mexico.

The population of Sacramento grew with amazing speed. By 1850, the Federal census gave the town a population of 6820 inhabitants, and the next few years saw an even faster growth. The number of mines in the mountains showed a corresponding increase and an extensive freighting business sprang up to furnish them with supplies. The procession of teams was almost continuous and the need for better transportation facilities became apparent to a few of the more wide awake citizens. The moving spirit of this group was Colonel Charles T. Wilson, an Argonaut from Maine.

Colonel Wilson arrived in California in December, 1849 and lost no time in getting into the transportation business. In 1850 he was operating a small trading steamer on the upper waters of the Sacramento river and a little later built a plank toll road in San Francisco. In his many visits to Sacramento, he observed the slow and tedious forms of transportation, and being familiar with railroads from his former life, decided there was a definite place for the Iron Horse in California.

He succeeded in interesting a few other far sighted individuals in the railroad, and on August 4, 1852, after several previous meetings, the Sacramento Valley Railroad Company was organized. On August 16th 1852 a board of directors were elected and Col. Wilson was elected president. Col. Wm. T. Sherman was elected vice president, and W. B. Foster, chief engineer of the state of Pennsylvania, was elected engineer. Articles of the Association were drawn up and a charter drawn and the Articles were filed with the Secretary of State October 25, 1853. Subscriptions were taken when the association was formed in 1852 and $5,000 was subscribed toward the capital stock of one million dollars at fifty dollars per share. In 1853 the Sacramento Valley Railroad reorganized under the railroad incorporation act of that year, and the stock was increased to one million five hundred thousand dollars.

Marysville, or as it was then called "Mountain City," was to be the first objective. Later branches were to be built to Coloma and Nevada City. Such a railroad, it was believed, would control all of the interior trade of California and it was even suggested to build as far north as Mt. Shasta and west to San Francisco. With the spirit that moved the pioneers of the west, action was taken at once to get the road started and as Mr. Foster was not available, Col. Wilson was dispatched east to find a competent engineer and to engage for rails, locomotives, cars and all things necessary to place the first 40 miles of road in operation.

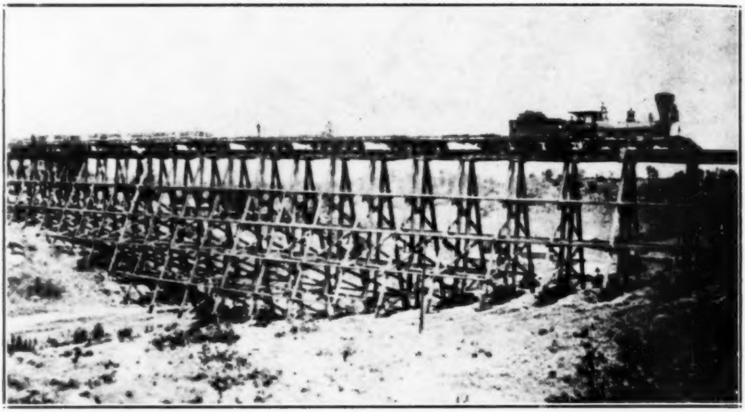
Upon his arrival in New York early in 1854, Col. Wilson met his friends, Governor Horatio Seymour and his brother Col. Silas Seymour. These two men hearing that Wilson desired to secure an engineer, well skilled in the art of building railroads, recommended a young engineer by the name of Theodore D. Judah, whom they knew to be a capable and efficient man. Mr. Judah was sent for, accepted the position and wired Mrs. Judah at her home in Niagara Falls:—"Be home tonight; we sail for California April 2nd."

Judah and his wife sailed from New York for California on April 2nd, 1854, coming via the Nicaragua route, arriving in Sacramento early in May. The Sacramento city directory of 1854 lists him as Chief Engineer of the Sacramento Valley Railroad with offices in the Hastings building at the southwest corner of 2nd and J Streets. With his characteristic energy, Mr. Judah started in to make his preliminary survey, and so energetic was he in his labors that he had prepared a preliminary survey and submitted it to the directors of the road on May 30th, 1854, stating that he found the line to Mormon Island more favorable than any he had ever run, with no deep cuts, nor high embankments to make, and that the grade was almost as regular as an inclined plane.

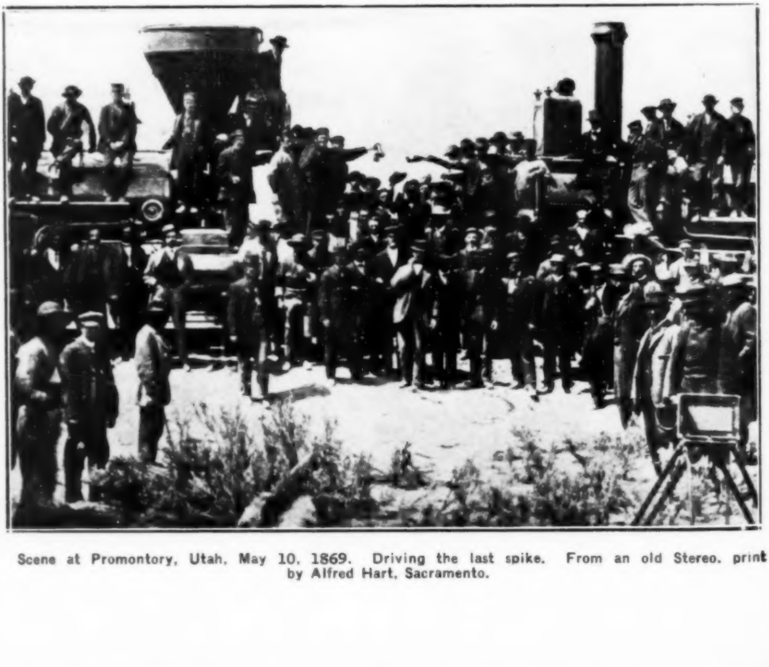
Quoting from his report, Mr. Judah describes the route selected; "It runs from Sacramento, the initial point at crossing of J street and the city limits, until the location of the yards and station shall be selected, along the north side of the American River, to a crossing at Negro Bar, 22 miles." He reports further: "That he considers the route to be practicable and extremely favorable. There are no grades of more than ten feet to the mile, and these ascending uniformly eastward. In the first nineteen miles, there are no excavations or embankments over twelve feet, and for one-half the distance the average is not over three feet, and the balance with few exceptions, not over five. The curvatures are easy, few culverts are required. These points establish the following, important to the success of Railroads.

"1st, Ability to run trains with rapidity.
2nd, Capacity for heavy loads.
3rd, Economy in cost and time of construction."

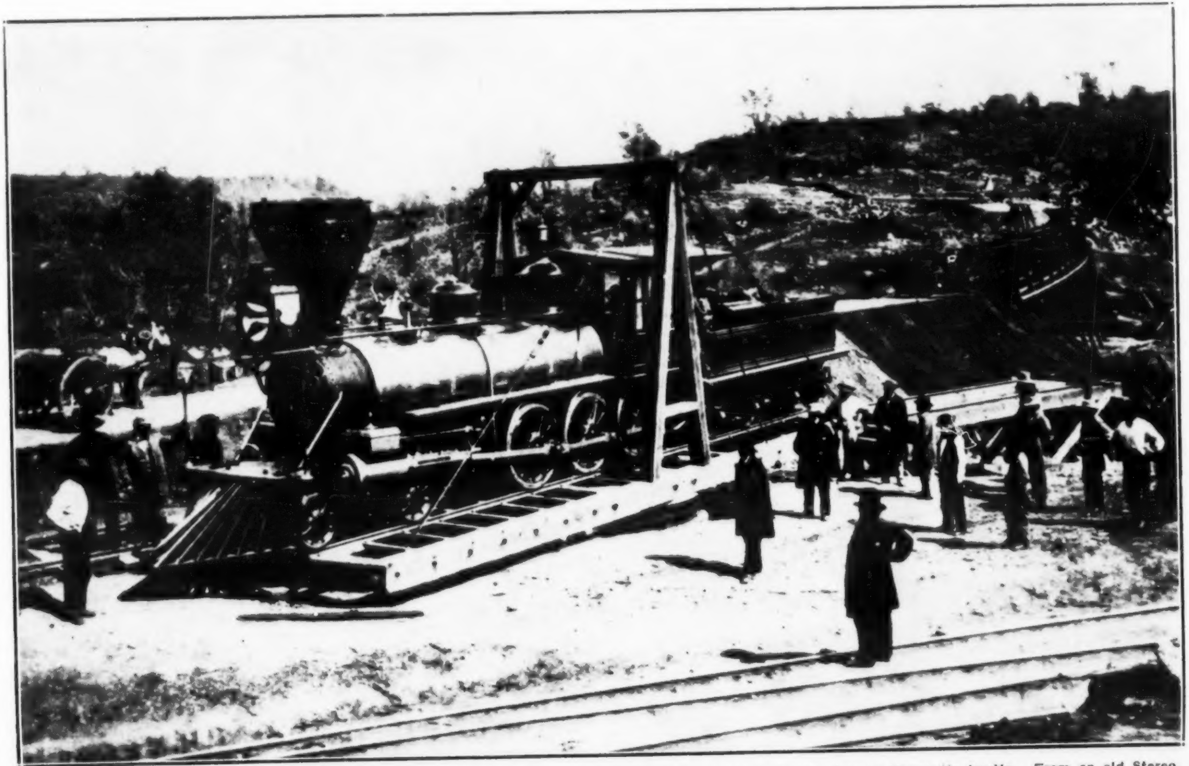
He took traffic count for one week at the city limits and J streets, also at Lisles bridge, counting stages, stage passengers, wagons and



Hauling supplies to end of track, C. P. R. R. The trestle at "Newcastle" California. From an old Stereo. View.



Scene at Promontory, Utah, May 10, 1869. Driving the last spike. From an old Stereo. print by Alfred Hart, Sacramento.



This was the end of track at this time—1864. Note the grade being made beyond the turn table, also the famous Newcastle trestle. From an old Stereo.

wagon passengers, riders on horse back, foot passengers, mules, cattle etc., but did not count peddlars or drivers. From these figures he was able to estimate the amount of business that could be expected. He then submitted his estimate of what he considered necessary to place the initial project of 22½ miles in complete running order, stating that common labor could be procured at 50 cents a day, skilled labor at 50 dollars per month, material purchased from the "States" plus freight at 25 dollars a ton. He then submitted his estimate as to what material would be required to construct the road, together with the amount of labor and estimated that a complete road in running order, including locomotives, cars, buildings, bridges, culverts, turn tables, rails, chairs and ties, and all things necessary would amount to 33 thousand dollars per mile, not including the terminal at Sacramento, as that had not yet been selected. From his estimates of the business the road could expect, Mr. Judah stated "that this would yield the owners of the Sacramento Valley railroad a dividend of 7½ per cent per month."

We quote further from his first report:

"To those persons residing in California where money commands 3 to 8 per cent per month, where stage routes pay from 5 to 10, and where Steamboat associations, after paying high prices to buy in boats, declare dividends of 6½ per cent the first month, it will not appear surprising that a Railroad, the most perfect and economical mode of public conveyance in this particular locality, should be vastly profitable. But to those persons accustomed to the management and working of Roads in the States (few of which pay over 7 per cent per annum), the estimated profits of the road will be viewed with astonishment."

He also commented on the fact that inexhaustible supplies of granite lay along the proposed route, only a little over a hundred miles from San Francisco (granite was then being shipped in from China), and that "from Patterson's to Negro Bar the whole country is impregnated with gold, and it is not unlikely that the excavations will discover many rich claims."

In conclusion Mr. Judah stated, "It is worthy of remark that you have in your hands an enterprise which for merit, and as a means of a profitable investment, is unrivalled by any road ever constructed. Its cost is light, its grades are remarkably favorable, it can be built in a few months, its profits will be large and certain."

Commenting on this the *Sacramento Union* said: "Everything promises favorably, and the engineers are going forward immediately to determine the absolute locality of the line with a view of placing it in a short time in a position to advertise for letting the contract."

The survey having been finally completed and a re-estimate having been prepared, Judah started to acquire the right of way, and on November 24th, 1854, a contract was let to the well known eastern firm of railroad builders, Robinson, Seymour and Company. The Agreement called for the building and equipping of forty miles of railroad in first class running condition in consideration of the sum of $1,800,000; $800,000 of this amount was to be paid in capital stock at par and $700,000 as 10 per cent twenty year bonds. This amounted to $45,000 per mile and agreed closely with Judah's second estimate of $43,500 per mile.

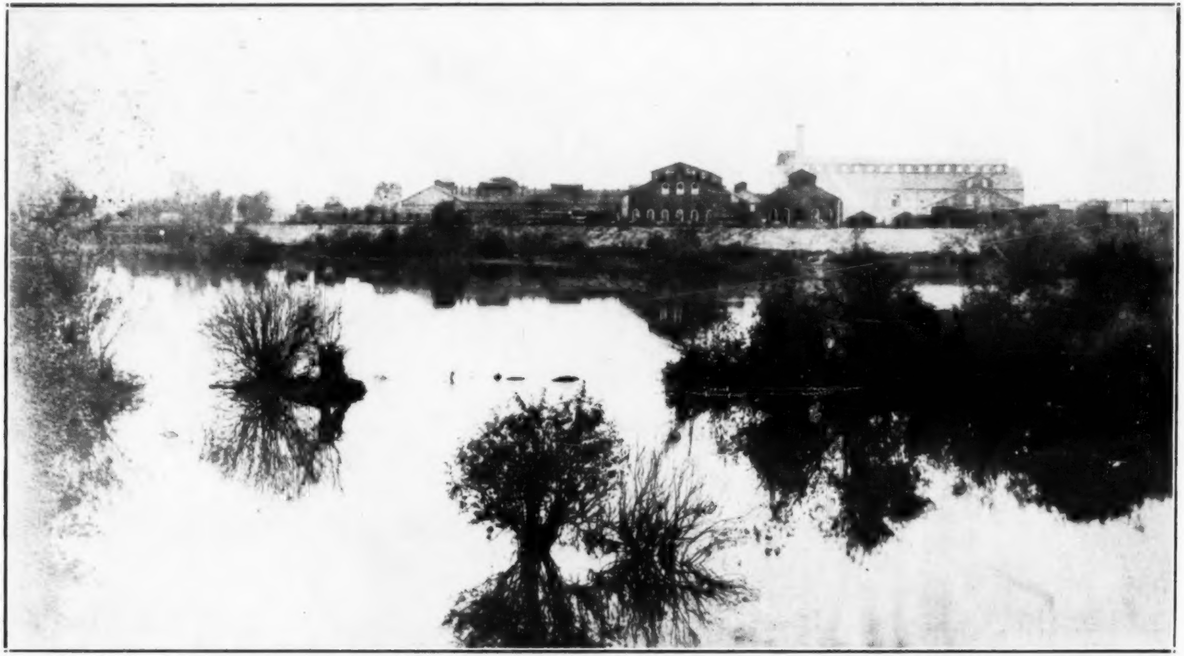
On April 12, 1855 work began in reality, one hundred men were put to work grading and two weeks later the number was doubled. The contractors were turning men away who offered to work for 30 dollars a month. Subcontracting for grading along the right of way was let to residents along the line, and in one case at least, Judah's belief that gold would be found proved correct, altho not to the extent of "several rich claims." A Mr. Anderson who lived twenty miles from Sacramento took the contract for the section passing his house. It was the heaviest piece of grading along the road, consisting of a 17 foot cut through a bluff and fifteen foot embankment. Mr. Anderson prospected a boulder stratum in the bluff, figured that it would yield about one cent per bucket of dirt in gold, and accordingly, he evolved a method of railroad grading that has never been resorted to since. He erected a long sluice from the top of the bluff to the site of the embankment. The top dirt was shovelled into the sluice, and with the aid of water from the nearby American river, was carried to the ravine where it was to be used. When "Pay Dirt" was reached, riffles were placed and Mr. Anderson recovered enough gold to pay for the whole job and leave his fee clear profit. In the words of a contemporary journalist, the method was "purely California."

The *Sacramento Union* of June 6, 1855 spoke of finding gold: "Various minerals were encountered along the line as the grading progressed, and only yesterday was exhibited to us by Mr. Judah, a handsome ring manufactured from gold found on the direct line of the railroad now in process of construction between this city and Negro Bar. It bore the inscription, "Sacramento Valley Railroad, March 4, 1855, first gold taken from the earth used in making a railroad bank," and was evidently a souvenir of Judah's 29th birthday.

By March 28th, the work had progressed quite favorably and the *Sacramento Union* of that date said: "The first monthly estimates upon contracts for grading the Sacramento Valley Railroad were paid to contractors yesterday. This looks like going ahead in the true direction and, we trust, will satisfy doubters that the officers and stock holders are in earnest and determined to push the enterprise to speedy completion. Mr. Robinson, the senior member of the firm which has contracted to complete forty miles of the road, arrived on the last mail steamer and brought with him the bills of lading for the locomotives, cars, and most of the iron to finish the road to Negro Bar from this city."

The *San Francisco Evening Journal* of April 16th, 1855 says: "Tangible evidence of progress in the construction of the Sacramento Valley Railroad arrived in the shape of cedar sleepers for the Road." That paper also said: "The bills of lading show that freight alone on the materials now enroute via Cape Horn for the Sacramento Valley Railroad amounts to $12,000."

By April 20th the cut through the Zabriskie Ridge at 21st and R street was nearly completed, and the earth was used to fill in the low ground at the 17th street slough. On June 15th, 1855, the first Schooner the "Joseph Hewitt" (Captain Soper) arrived from the east with railroad materials for the road and on June 26th, the river schooner "Two Brothers" arrived at Sacramento with the first locomotive.



Sacramento Shops, Central Pacific R. R. (now Southern Pacific) looking across the old Slough, showing how much the railroad filled in to get a shop site, 1869.
From the original Stereo. print.

About this time the depression of the year 1855 began to be felt in California, money was scarce and many of the stockholders were prostrated and scattered. The company not being able to comply with their engagements with Messrs. Robinson, Seymour and Company, the original contract was modified to cover the first 22½ miles from Sacramento to Negro Bar; but the company not being able to meet the demands under this modification, on the 25th of October 1855, a deed of trust to secure the contractors and finish the work, was made to J. Mora Moss, as trustee.

The newspapers of the time appealed to the citizens to assist the railroad and the *Alta California* of San Francisco carried an editorial in its issue of July 30, 1855 outlining the progress of the work, and urging investors to get behind the project. It said in part:

"Grading and bridges are complete almost to Negro Bar. Rails are now here, and fifty cars and three locomotives are on their way. Ties are already on the ground. We may soon expect to hear the Iron Horse snorting up and down the Sacramento Valley, leaving the ox team and the mulateer only as things of memory.—Freight from San Francisco to the mines is enormous. Several heavy laden steamers, besides sail boats, are leaving daily.—Freight from Sacramento to the mines is using 700 teams.—It seems that this is a field for capital such as exists nowhere else in the world."

During the difficulties, new officers were elected and Commodore C. K. Garrison was elected president; and William T. Sherman, who later gave the world a favorite definition of war, was elected vice-president. Garrison was a New Yorker, born in 1809, who grew up in the transportation business. At the age of 13 he was engaged in the "carrying trade" on the Hudson River. At nineteen he was building steamships in Canada. In 1852 he came to California, as Agent of the Nicaragua Steamship Company. Such was his personality that six months after his arrival, he was elected Mayor of San Francisco. His term was noted for his suppression of the attempts of certain individuals to fence off portions of the city streets for their own uses, a struggle that was marked by the greatest excitement. From that time on, Garrison was likely to be found holding the reins of any new project started on the coast.

Construction progressed in spite of distractions, and on the 11th of August, enough rail having been laid, Judah and three friends treated themselves to the first railroad ride in California, a ride on a hand car of a few hundred feet. Not one of the type that was propelled by moving a handle up and down, but a simple hand car that was propelled by the rider pushing on a long pole. A week or so later, some of the rolling stock having arrived it was placed on the track and the contractors invited a party of two hundred to attend a short excursion behind a locomotive. The *Sacramento Union* reporter was evidently along, and we quote from the account in the *Union* of August 18, 1855:

"We availed ourselves yesterday of an invitation extended by the contractors, Messrs. Robinson, Seymour & Co., to participate in a short excursion behind a locomotive to 17th and R streets, the present terminus of the Sacramento Valley Railroad. The train, consisting of three platform cars, was densely crowded, as was also the tender, with about two hundred of persons, representative of all classes of our citizens, and started from the levee about half past six o'clock, amidst the cheers of the excursionists. The transit was made smoothly and pleasantly to the manifold pleasure of the participants, who cheered occasionally as the train proceeded, especially when passing knots of outsiders who were sprinkled along the route as spectators. On the stoppage of the train at 17th street, some small wags among the guests respectfully requested the engineer to 'go on,' 'take a turn down K street,' 'get over on the plank road,' &c. Order having been restored finally, honorable M. S. Latham was called upon, and briefly addressed the assembled crowd.—We noticed upon the train many ladies, most of the city and county officers, a number of successful and not a few disappointed applicants for nomination. The excursion having been made on the first trip of the pioneer locomotive on the pioneer railroad in California was exceedingly interesting, and marked an epoch in the history of the city and of the state, although the distance was short, and the incident was unattended with imposing ceremonies. Another trip will be taken on Monday next, which will be participated in by representatives of the press and other invited guests from San Francisco."

In the meantime, cars, both passenger and freight, were being built by the contractors, at the foot of R street, as all the rolling stock was built on the ground, the wheels and iron work coming from Boston. The *Sacramento Union* of August 8, 1855 mentions, "In addition to the many freight cars being built at the foot of R street, of which mention has heretofore been made, there are at present in the process of construction, six fine and commodious passenger cars which will be fitted up in the most approved style, and furnished with all modern conveniences and improvements." These small passenger cars would no doubt look odd to the present generation, as they were only 40 feet from end sill to end sill, half the length of the present day Pullman cars, and the roof was more or less flat, the windows were small, the seats were hard, and the cars were lighted with candle lamps, heat was from a stove in the corner and drinking water from a tank near the stove, but to the folks of that time, they were no doubt considered the last word in passenger cars, and considering the jolting stage coaches, they were a vast improvement.

Work went ahead on building the road, even though some troubles were had with land owners who refused to let the railroad build across their property. One such case was the "Widow Hopper" who owned land just beyond the city limits,—she chased the contractors off her property with a double barreled shot gun. The Sheriff was dispatched to the scene by the district court judge, the railroad entered the property and went ahead with the building of the road, and as the daily paper stated, "Work has again been resumed on the railroad and the 'land steamer' will soon be heard whistling its way into the interior."

On November 10th the railroad earned its first money by transporting a military company to Pattersons, nine miles out, receiving fifty dollars for the round trip.

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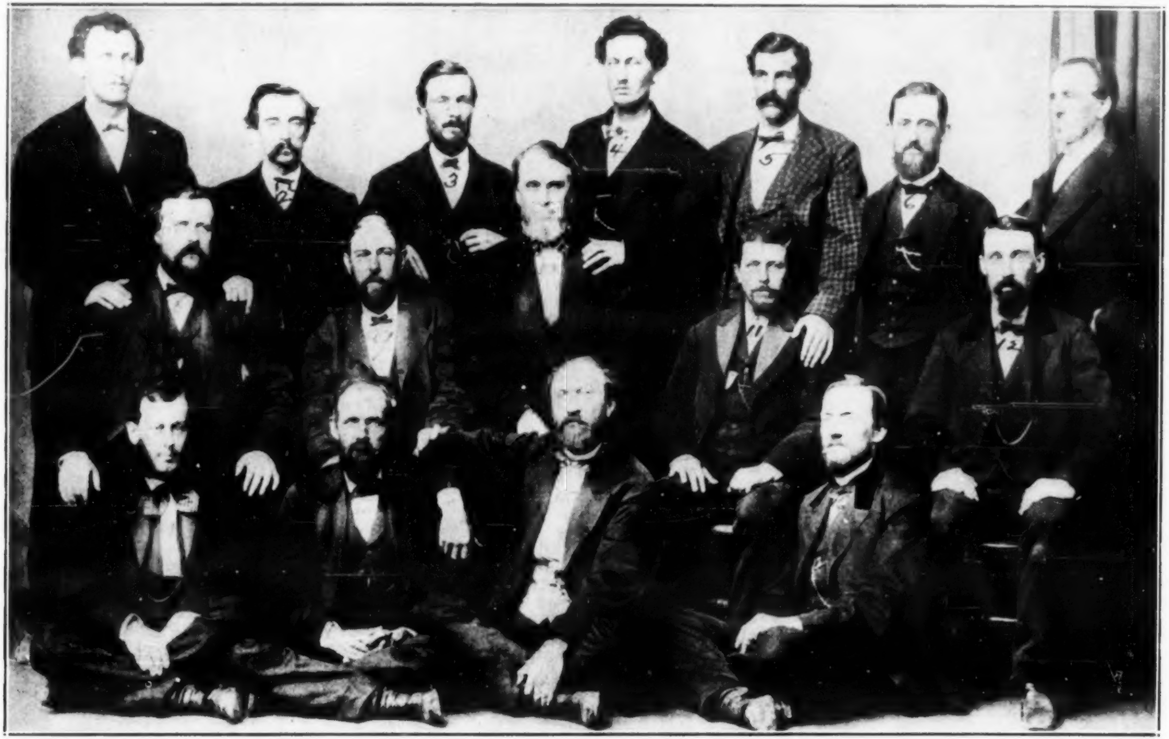


Reading fr-m left to right, back row: P. McArthur, Locomotive repairs; J. L. Gerrish, Machine Shop Foreman; George A. Stoddard, Draftsman; C. F. Shields, Boiler Shop Foreman. George Welch, Machine Shop Foreman; Ira C. Shaw Pattern Shop Foreman; Schmidt, Copper Shop Foreman.

Middle row, left to right: George Allen, Foundry Foreman; ——Brown, Tank Shop Foreman; E. F. Perkins, General Master Mechanic; Frank LaShells, Blacksmith Shop Foreman; ——Gilmore, Car Department Foreman.

Front row, left to right: I. T. Crum, Upholster Shop Foreman; Benj. Welch, Master Car Builder; J. R. Watson, General Purchasing Agent; J. C. Rugg, Locomotive Repairs.

These foremen were the first men to take active charge of the Sacramento shops, and were with the company through many long years, both Central Pacific, and later with the Southern Pacific after that railroad took over the C. P. They have left their mark on the shops, and on the equipment of the company and although some of them have been dead a very long time, their names are still household words in the shops.

This is the earliest picture known to exist, of these men, and the only picture of some of them, that has ever come to light. Taken in 1869, from

By November 27th the road was completed to Alder creek and on that date the *Alta California* of San Francisco reported that: "By special invitation, the corps editorial of the city enjoyed the pleasure of an excursion over our railroad on the new and powerful locomotive named C. K. Garrison, in consideration of its supposed qualities of being fast, safe and high pressure.

"Leaving the foot of R street, Commodore Bishop, chief locomotive engineer, jumped us over the track in superb style—outsped a smart shower of rain—dashed past houses and crossings as though we were astride the tail of a comet, and landed us safely at the terminus fifteen miles from town in twenty-five minutes. Think of that, ye slow San Francisco coaches! Dead ahead, through the cut, the foothills of the Sierras seemed within grasp—their lofty summits already capped with snow . . . A more captivating and exhilarating jaunt could not be given to a Sacramento 49er, and the sober judgment of anyone, no matter whether he is an old or newcomer, cannot predict the mighty influence this single road is destined to have upon the interests of the dwellers at its terminus, or along its route, as well as upon the entire state. The energy of the contractors is surprising even in this fast country where one learns to sleep with one eye open so as not to lose sight of anything that takes place."

By Christmas the rails had reached Folsom, the new town that was being erected on the high ground of J. L. Folsom's ranch above Negro Bar. (The town of Folsom was surveyed and laid out by T. D. Judah, Richmond Chenery and Samuel Bruce for Captain J. L. Folsom in 1855 and the lots were sold at public auction from the step of the court house in Sacramento on the 17th of January 1856, Colonel J. B. Starr auctioneer, the lots all being sold at this auction and those along the railroad brought the largest price. Building started at once and by the time the first trains were run to Folsom, there was a fairly large sized town erected.)

Washington's Birthday was the date set for the formal opening of the railroad, and the population of Sacramento and surrounding territory was invited to join in the festivities, an opportunity which very few neglected. From the *San Francisco Herald* we quote:

"On the morning of the 22nd of February, not a cloud interfered with the golden flood of sunshine which clothed every thing animate and inanimate in Sacramento. The air was soft, Southern-like, and balmy—in fact a complete realization of the true California day, and from the heavy crowds gathered in the vicinity of Third and R street levee on which the railroad runs out of town, it might have been fairly presumed that all hands were resolved on making the most of the occasion—a free one by the way—and that the entire population of the levee city were bent on removal to Folsom. The first train, consisting of all the passenger cars in the service of the company together with a couple of platform cars, moved off, drawn by the locomotive 'Sacramento' at precisely eleven o'clock, very much to the chagrin and annoyance of a large body of the 'great unwashed' including quite a number of the San Francisco deputation who having taken possession of a long line of platform cars in the rear of those attached to the passenger train, never once thought of examining the couplings erroneously supposed to connect the whole line of cars together." However, the locomotive "Nevada" appeared on the scene and the train moved off in the direction of Folsom. The account continues:

"Two things of a disagreeable nature contributed to mar the pleasure of the trip at the offset. The wind blew gently of its self but the rushing of the train lent it the force of a hurricane, and the cars being unprotected and roofless, it was with difficulty that the passengers could 'Face the music,' while the possession of hats or caps was only maintained by a determined and enduring holding on to those articles. Somebody who has written a book reviewing the follies and vices of Americans has very justly and severely characterized us as a 'spitting people.' Of a verity, had the author referred to been a passenger by the train we have reference to, he would have had many and disgusting evidences of the truth of the reputation he has ascribed to us. We object to tobacco chewing in the abstract, for reasons unnecessary to be recapitulated, but when as was the case on the present occasion, the practisers of the abomination have no more regard for the comfort of fellow voyagers, or even for the commonplace decencies of life, than to be incessantly ejecting profuse jets of the nauseous fluid only to be carried by the wind broadcast over the persons and habiliments of those in their immediate vicinity, simple objection rises into thorough abhorence, and language is scarcely severe enough to denounce the positive outrage."

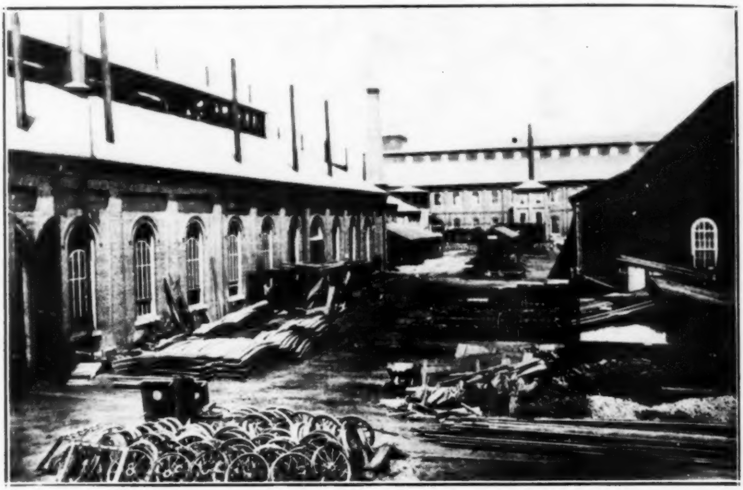
One has visions of the dapper little reporter from the Herald surrounded by husky '49ers, chewing their tobacco and letting the nauseous fluid fly where it might with never a thought of the discomfort of the scribe, who was rather afraid to voice his objections when he saw that each of the chewers was armed with a trusty "shooting iron," and they would not be adverse to using them.

The Locomotive "Nevada," the platform cars, the tobacco juice and the scribe were rattling along at a good clip, when the second annoyance occurred.

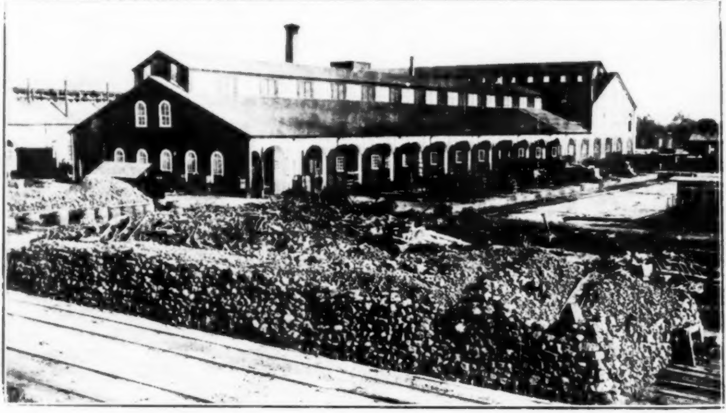
"The '2:40' progress diminished to an ordinary galloping rate—the gallop became a pace—the pace a walk—and at last the train came to a perfect stand still, fairly in the woods, and out of sight of either human habitations or human beings—unless a scared coyote doing some tall walking across the fields in the direction of his probable home could be considered as such. Of course, the passengers soon flocked around the quiescent beast of a locomotive, when it was discovered that one of the flues of the boiler had burned through, and water ad infinitum was being discharged into the furnace, thereby extinguishing the fires, together with any undue hopes that might have been entertained of getting to Folsom within a reasonable time."

Luckily for the passengers, it was only a couple of miles to Sallisbury's Inn and there they hastened to partake of what the *Herald* scribe called "Refreshments vinous and liquerish in their character."

The marooned passengers did not have time to partake of these refreshments to the point where the object of the day would be forgotten, as Mr. J. P. Robinson, the Superintendent of the road, was a passenger on the train. He secured a horse and pressed on to Folsom, returning



Looking down between the blacksmith and car shop towards the planing mill and cabinet shop. Sacramento Shops, 1872.



Car Shop—Sacramento Shops, 1872. Pile of coal is for the Blacksmith Shop.

with the other locomotive and the crowd was assembled on the cars and continued on their way to Folsom where they arrived in due time.

The delay to the train had somewhat upset the program, but never-the less a cold collation was set forth for all to partake and champagne was freely distributed. An impromptu meeting was organized and that glory of those days, "oratory" was indulged in by the officers of the company and the invited officials of the state, county and city. Senator Flint was called on first and said in part:

"It is six years since I visited this spot. A pack mule or two was then sufficient for the entire carrying wants of the region. They wound their devious ways over steep mountain sides into dark canyons and away into the trackless and barren wilderness where, as by the wand of the magician, is being now upreared the powerful though peaceful metropolis. There toiled on foot the lonely miner, armed to the teeth and delving for glittering gold or struggling with the painted savage for empire. Today how different! 'The iron horse,' that mightiest triumph of human art, pants along the metallic way, tireless and uncurbed in his strength, and impatient to dare the far-off."

Several other speakers, including Vice-president Sherman and Col. Garrison were listened to by the patient audience, then the train for Sacramento was announced, as it was intended to return and bring out another contingent for the grand ball. Most of the crowd elected to stay over and observe the evening's festivities, and while away the intervening hours by looking over the growing town of Folsom. They saw a vastly different place from the Negro Bar of a few months ago. Houses in every stage of construction were in evidence on every hand, and many places of business were open advertising to the public that "Pies were for sale, horses were neatly shod, choicest of wines, liquors and cigars were to be had," etc. Flags waved from every house top and all was excitement.

Promptly at 7½ PM the special train left Sacramento, carrying the guests to the grand ball to be held in the Meredith Hotel under the hill at Folsom. Waiting omnibuses conveyed the guests to the hotel where they found a commodious ball room 30 feet wide by 100 feet long erected for the occasion. The room presented a brilliant appearance being brightly lighted by lamps suspended from the ceiling and placed around the walls. Judge A. C. Munson was floor manager, and had the assistance of Harry Livingston, H. P. Walker, Ferris Foreman, and George Bromley. Dancing began at 10 PM and lasted until 5 AM with a dinner at midnight, prepared by the foremost chefs of the day from Sacramento.

The enjoyment of the assembled company may be judged by the fact that a train for Sacramento was announced at 1 AM with not a passenger showing up. It was four hours more when the tired crowd rushed out to climb aboard the still waiting train, and as the scribe puts it:

"As the gray mists of morning betokened the new day, the locomotive came to a standstill at the third street station and the crowd, some shivering in garments as white as the hoar frost under their feet and others in thick vest and white kids, and sans overcoats rushed up that thoroughfare at the top of their speed to seek their several couches and abandon themselves to the embraces of the drowsy god."

From then on the railroad was in complete running order and had it not been for the high carrying charges would have netted the owners a neat profit on their investment. As it was, the road had cost nearly sixty thousand dollars a mile for these first twenty-two miles. The placer mines of the foot hill regions were deteriorating rapidly, and all things taken into consideration, the end of the road remained at Folsom for quite some time.

After the road was in complete operation, the tracks in Sacramento were extended along Front street to K street at the steamer landing, resulting in considerable saving of drayage charges to shippers. But in doing this the railroad got into trouble with the city. Under the old transportation system, Sacramento had prospered before the railroad was built. Half a hundred steamers and sailing vessels of all kinds laid down freight and passengers at the Sacramento wharves, countless great wagons, un-numbered mules, horses and oxen congregated there to take up this and haul it to the mines and towns in the interior. Stages radiated in all directions, passengers spent money in Sacramento, and the stage companies grew rich. The effect of the railroad was to move the terminus of these freight and stage companies to Folsom. The railroad carried the greater part of the 38,327 tons of freight brought to the Sacramento wharves in the single month of October 1856. Twenty-two stage lines transferred their terminal from Sacramento to Folsom, and met the trains there; with their routes radiating in different directions for the foot hill towns and as far away as Virginia City and the Washoe country. In 1864 the Sacramento Valley Railroad was earning half a million dollars over expenses.

The city of Sacramento was losing money and in desperation, levied a tax on every pound of freight taken across the levee from the wharves to the railroad and imposed a tax on every passenger leaving the city on the trains. Finally, the tracks of the railroad on Front street were torn up, as it was claimed by the city that the railroad did not have a franchise to operate on Front street.

In this the city was beaten, as the Sacramento Valley Railroad entered into an agreement with the Sacramento and Placerville railroad, which was then building from Folsom towards Placerville, to construct a line from Perkins to a point on the Sacramento river below Sacramento. The road was built to a place called "Newport" later re-named Freeport, a free port of entry. Wharves were built and freight for the interior was unloaded here and passengers for the mines and foot hill towns were transferred to the railroad at this point.

In the meantime, the Central Pacific railroad had started to build the first transcontinental railroad, and through their agent, Geo. F. Bragg, bought the Sacramento Valley Railroad from F. L. A. Pioche, and J. B. Bayerque who owned the entire stock; the price being $800,000. The Central Pacific abandoned the Freeport railroad in 1865 and took up the tracks.

The report of the Sacramento Valley Railroad made to the stock holders in 1860 gives the names of the engineers and firemen of the road. B. F. Cole, and C. A. Chapin were listed as engineers at an annual salary of $1,800 and the firemen were C. Dugan and H. Laselle at an annual

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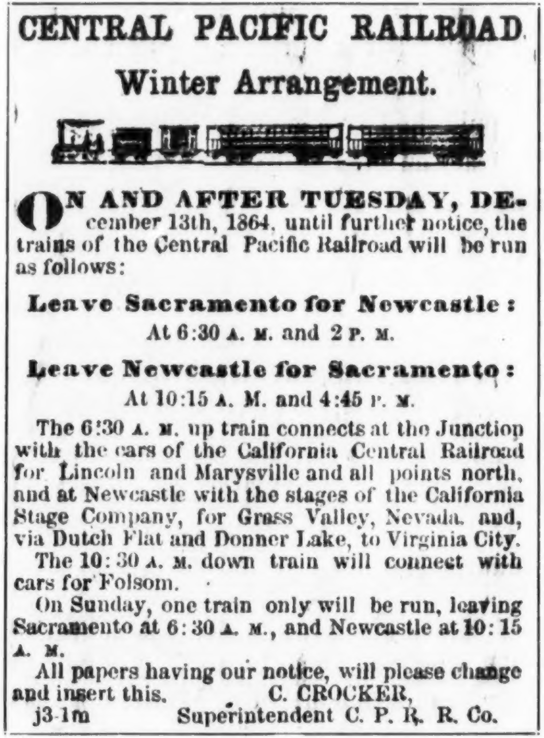


CENTRAL PACIFIC RAILROAD

Winter Arrangement.

ON AND AFTER TUESDAY, December 13th, 1864, until further notice, the trains of the Central Pacific Railroad will be run as follows:

Leave Sacramento for Newcastle:

At 6:30 A. M. and 2 P. M.

Leave Newcastle for Sacramento:

At 10:15 A. M. and 4:45 P. M.

The 6:30 A. M. up train connects at the Junction with the cars of the California Central Railroad for Lincoln and Marysville and all points north, and at Newcastle with the stages of the California Stage Company, for Grass Valley, Nevada, and, via Dutch Flat and Donner Lake, to Virginia City.

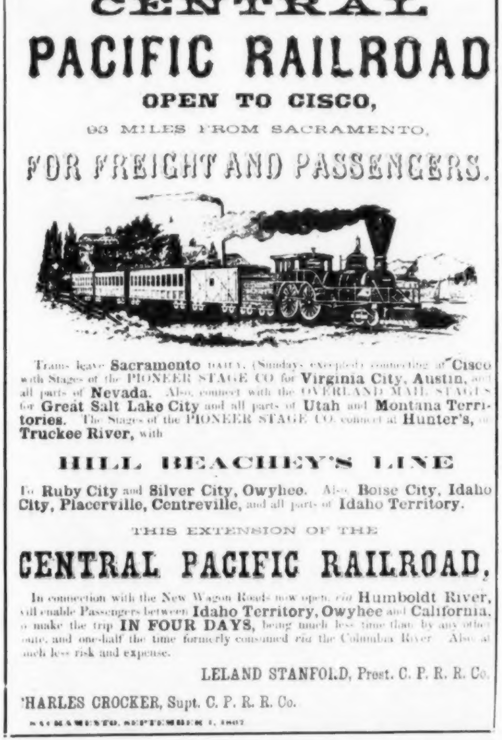
The 10:30 A. M. down train will connect with cars for Folsom.

On Sunday, one train only will be run, leaving Sacramento at 6:30 A. M., and Newcastle at 10:15 A. M.

All papers having our notice, will please change and insert this.

C. CROCKER,
j3-1m Superintendent C. P. R. R. Co.

Newspaper advertisement, Central Pacific R. R. in the Sacramento Union, December, 1864.



CENTRAL

PACIFIC RAILROAD

OPEN TO CISCO,

93 MILES FROM SACRAMENTO,

FOR FREIGHT AND PASSENGERS.

Trains leave **Sacramento** DAILY, (Sundays excepted) connecting at **Cisco** with Stages of the PIONEER STAGE CO for **Virginia City, Austin,** and all parts of **Nevada.** Also, connect with the OVERLAND MAIL STAGES for **Great Salt Lake City** and all parts of **Utah** and **Montana Territories.** The Stages of the PIONEER STAGE CO. connect at **Hunter's,** on **Truckee River,** with

HILL BEACHEY'S LINE

To **Ruby City** and **Silver City, Owyhee.** Also **Boise City, Idaho City, Placerville, Centreville,** and all parts of **Idaho Territory.**

THIS EXTENSION OF THE

CENTRAL PACIFIC RAILROAD,

In connection with the New Wagon Roads now open, *via* **Humboldt River,** vill enable Passengers between **Idaho Territory, Owyhee** and **California,** o make the trip **IN FOUR DAYS,** being much less time than by any other oute, and one-half the time formerly consumed *via* the Columbia River. Also at uch less risk and expense.

LELAND STANFORD, Prest. C. P. R. R. Co.

'HARLES CROCKER, Supt. C. P. R. R. Co.

SACRAMENTO, SEPTEMBER 1, 1867

Time Table of Central Pacific R. R. 1867.

salary of $1,200. From this report we also learn that the company had not purchased any new equipment, the report reading "our rolling stock is the same as when the road opened." One new locomotive was purchased in 1862.

From the optimistic estimates of Mr. Judah and the roseate reports of the directors, to the cold historical facts as set forth by Bancroft, we find a very complete picture of the pioneer railroad of California and we also learn that those who pioneered the road did not gather the profits, which is the same today as then. The pioneer seldom, if ever, reaps the reward of his struggles, 'tis always some one who comes later.

The first train of the Sacramento Valley railroad was run on Washington's birthday, 1856. The last passenger train was run on Saturday, January 21, 1939, as the Southern Pacific was granted permission to abandon passenger service to Placerville on that date. Freight is still being handled on the Placerville branch as the old Sacramento Valley Railroad is now called, but no more passenger service, that being handed over to the busses.

THE CENTRAL PACIFIC RAILROAD

The Central Pacific RR. was the final realization of a scheme first fostered by Asa Whitney. He agitated in Congress and out of it, a scheme to build a transcontinental railroad, starting his ideas in 1846 through 1850, and was supported by such men as Senator Breese of Illinois, and Benton of Missouri; the latter of whom introduced a bill into the Senate of the United States, for a Pacific Railroad, February 7th 1849. This bill was really the first tangible effort made in this direction.

The first effort made in California toward the building of an overland road was the formation of a company by citizens of Nevada, Placer and Sacramento counties. There were filed in the office of the Secretary of State, August 17th, 1852, articles of incorporation of the Sacramento, Auburn and Nevada Railroad Company, containing the names of twenty-six subscribers of twenty-eight shares each, at a value of $100 per share and the names of the following directors: S. W. Lovell, Placer County; T. O. Dunn, John R. Coryell, Charles Marsh, Isaac Williamson and William H. Lyons, of Nevada County; John A. Read, J. B. Haggin and Lloyd Trevis, of Sacramento County. A line was surveyed from Sacramento, through Folsom, Auburn, and Grass Valley, to Nevada City. The line was sixty-eight miles long, and the estimated cost of construction was $2,000,000. From Nevada City the survey was continued through the Henness pass. The enterprise proving too gigantic for the means at the hands of the incorporators, they abandoned the project.

During March 1853, Congress passed an act providing for a survey by the topographical engineers of the army, of three routes for a transcontinental railway, a northern, southern and middle route. These surveys were made and reports submitted to Congress and published with elaborate engravings of the scenery along the routes, topographical maps, representations of the animals and plants discovered. These reports were, no doubt, immensely valuable, but they did not show that a route for a railway was practicable over the Rocky Mountains and the Sierra Nevadas.

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It was T. D. Judah, Chief Engineer of the first railroad built in California—the Sacramento Valley Railroad, who made the first practicable survey over the Sierra Nevada Mountains. He first made trial surveys, or more properly, reconnoissances over several of the supposed passes over the Sierras; at his own expense. They were merely barometrical surveys but were sufficiently accurate to convince Mr. Judah that a road could be built, and armed with the data thus obtained, he lost no opportunity in presenting his views and aims whenever and wherever it seemed to him that it would advance the project of a Pacific Railroad. He succeeded through a concurrent resolution of the California Legislature of 1858 of having a railroad convention called, to meet in San Francisco, September 20, 1859. This convention was composed of many of the prominent men of California at that time; among whom we note the names of the following: Hon. J. A. McDougall, Hon. J. B. Crockett, Maj. John Bidwell, Hon. S. B. Axtell, Hon. James T. Farley, Sherman Day and others of California, together with delegates from Oregon and the adjoining territories.

Of how this convention sent Mr. Judah to Washington and his trials and tribulations there, we need not mention here. It has been told over and over in other accounts and sources. Mr. Judah returned to California in 1860 and made a more thorough survey of the Sierras, being assisted by Dr. D. W. Strong, who operated a drug store in the little town of Dutch Flat. Dr. Strong contributed largely from his private means to help pay for the survey.

Mr. Judah then proceeded to San Francisco to lay before the business men of that town his plans, and was coldly received. There was no financial support accorded him by the citizens of San Francisco. Mr. Judah then returned to Sacramento, but before leaving he remarked, "The Capitalists of San Francisco have refused this night to make an investment, for which in less than three years, they shall have ample cause to blame their want of foresight." Previously Mr. Judah had placed his plans and estimates before a friend, James Bailey, a jeweler of Sacramento, who, struck by the force of these calculations, introduced Mr. Judah to his business friends, Governor Leland Stanford, Mark Hopkins, E. B. Crocker and his brother Charles Crocker; C. P. Huntington he knew before.

A meeting was speedily called of the business men of Sacramento and preliminary steps taken to organize a company. This organization was perfected and articles of incorporation filed with the Secretary of State, June 28, 1861. The name selected was, The Central Pacific Railroad of California, and the following were elected as officers and directors: Leland Stanford, President; C. P. Huntington, Vice-President; Mark Hopkins, Treasurer; Theodore D. Judah, Chief Engineer; Leland Stanford, Charles Crocker, James Bailey, T. D. Judah, L. A. Booth, C. P. Huntington, Mark Hopkins, D. W. Strong and Chas. Marsh, Directors. These were all residents of Sacramento, except Dr. Strong of Dutch Flat, and Chas. March of Nevada.

This proves conclusively that to Sacramento and her citizens belongs the honor of inaugurating and carrying to a successful termination the Pacific Railroad; for had not Judah spent his time and talents proving

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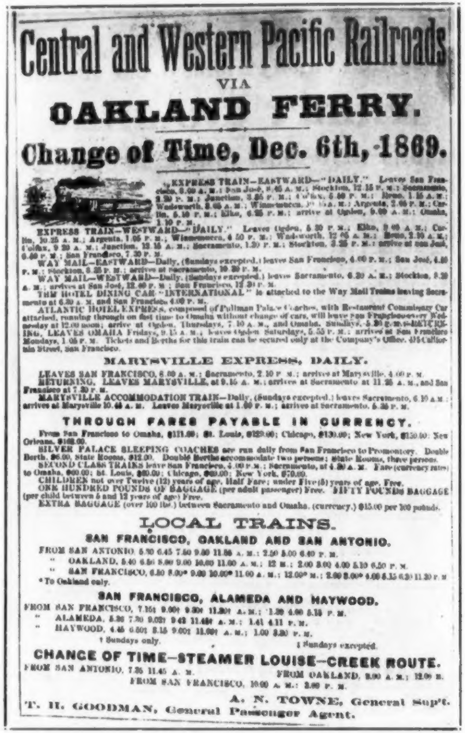


Central and Western Pacific Railroads
VIA
OAKLAND FERRY.
Change of Time, Dec. 6th, 1869.

EXPRESS TRAIN—EASTWARD—"DAILY." Leaves San Francisco, 8.00 A. M.; San José, 9.45 A. M.; Stockton, 12.15 P. M.; Sacramento, 2.30 P. M.; Junction, 3.25 P. M.; Colfax, 5.40 P. M.; Reno, 1.15 A. M.; Wadsworth, 3.05 A. M.; Winnemucca, [illegible] A. M.; Argenta, 2.06 P. M.; Carlin, 5.10 P. M.; Elko, 6.25 P. M.; arrive at Ogden, 9.00 A. M.; Omaha, 1.10 P. M.

EXPRESS TRAIN—WESTWARD—"DAILY." Leaves Ogden, 5.30 P. M.; Elko, 9.40 A. M.; Carlin, 10.25 A. M.; Argenta, 1.05 P. M.; Winnemucca, 4.50 P. M.; Wadsworth, 12.05 A. M.; Reno, 2.10 A. M.; Colfax, 9.20 A. M.; Junction, 12.15 A. M.; Sacramento, 1.30 P. M.; Stockton, 3.25 P. M.; arrive at San José, 6.00 P. M.; San Francisco, 7.30 P. M.

WAY MAIL—EASTWARD—Daily, (Sundays excepted,) leaves San Francisco, 4.00 P. M.; San José, 4.40 P. M.; Stockton, 8.25 P. M.; arrives at Sacramento, 10.20 P. M.

WAY MAIL—WESTWARD—Daily, (Sundays excepted,) leaves Sacramento, 6.20 A. M.; Stockton, 8.20 A. M.; arrives at San José, 12.40 P. M.; San Francisco, 12.30 P. M.

THE HOTEL DINING CAR "INTERNATIONAL" is attached to the Way Mail Trains leaving Sacramento at 6.20 A. M. and San Francisco 4.00 P. M.

ATLANTIC HOTEL EXPRESS, composed of Pullman Palace Coaches, with Restaurant Commissary Car attached, running through on fast time to Omaha without change of cars, will leave San Francisco every Wednesday at 12.00 noon; arrive at Ogden, Thursdays, 7.10 A. M., and Omaha, Sundays, 5.20 P. M. RETURNING, LEAVES OMAHA Fridays, 9.15 A. M.; leave Ogden Saturdays, 5.55 P. M.; arrive at San Francisco Mondays, 1.05 P. M. Tickets and Berths for this train can be secured only at the Company's Office, 415 California Street, San Francisco.

MARYSVILLE EXPRESS, DAILY.

LEAVES SAN FRANCISCO, 8.00 A. M.; Sacramento, 2.10 P. M.; arrives at Marysville, 4.00 P. M.

RETURNING, LEAVES MARYSVILLE, at 9.16 A. M.; arrives at Sacramento at 11.25 A. M., and San Francisco at 7.30 P. M.

MARYSVILLE ACCOMMODATION TRAIN—Daily, (Sundays excepted,) leaves Sacramento, 6.10 A. M.; arrives at Marysville 10.40 A. M. Leaves Marysville at 1.00 P. M.; arrives at Sacramento, 5.25 P. M.

THROUGH FARES PAYABLE IN CURRENCY.

From San Francisco to Omaha, $111.00; St. Louis, $129.00; Chicago, $130.00; New York, $150.00; New Orleans, $168.00.

SILVER PALACE SLEEPING COACHES are run daily from San Francisco to Promontory. Double Berth, $6.00, State Rooms, $12.00. Double Berths accommodate two persons; State Rooms, three persons.

SECOND CLASS TRAINS leave San Francisco, 4.00 P. M.; Sacramento, at 4.20 A. M. Fare (currency rates) to Omaha, $60.00; St. Louis, $80.00; Chicago, $80.00; New York, $70.00.

CHILDREN not over Twelve (12) years of age, Half Fare; under Five (5) years of age, Free.

ONE HUNDRED POUNDS OF BAGGAGE (per adult passenger) Free. FIFTY POUNDS BAGGAGE (per child between 5 and 12 years of age) Free.

EXTRA BAGGAGE (over 100 lbs.) between Sacramento and Omaha, (currency,) $15.00 per 100 pounds.

LOCAL TRAINS.

SAN FRANCISCO, OAKLAND AND SAN ANTONIO.

FROM SAN ANTONIO, 5.30 6.45 7.50 9.40 11.05 A. M.; 2.50 5.00 6.40 P. M.
" OAKLAND, 5.40 6.55 8.00 9.00 10.00 11.00 A. M.; 12 M.; 2.00 3.00 4.00 5.10 6.50 P. M.
" SAN FRANCISCO, 6.30 8.00* 9.00 10.00* 11.00 A. M.; 12.00* M.; 2.00 3.00* 4.00 5.15 6.30 11.20 P. M.
* To Oakland only.

SAN FRANCISCO, ALAMEDA AND HAYWOOD.

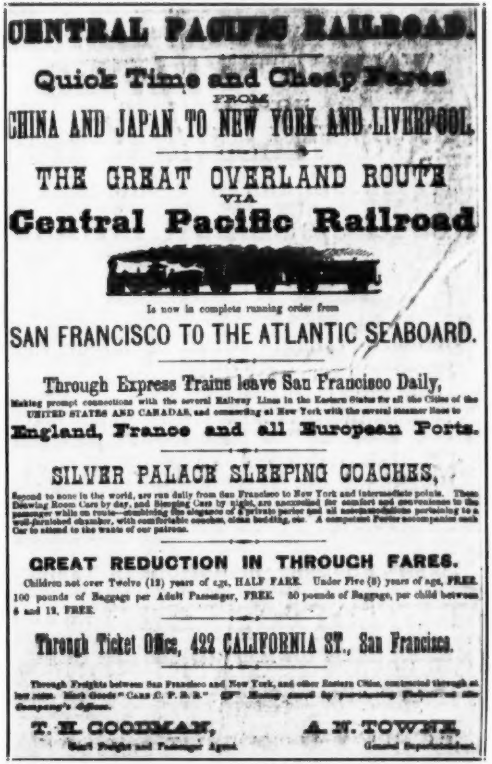
FROM SAN FRANCISCO, 7.15‡ 9.00† 9.30‡ 11.20‡ A. M.; 1.30 4.00 5.15 P. M.
" ALAMEDA, 5.26 7.30 9.03† 9.43 11.48‡ A. M.; 1.41 4.11 P. M.
" HAYWOOD, 4.45 6.50‡ 8.15 9.00‡ 11.00‡ A. M.; 1.00 3.30 P. M.
† Sundays only. ‡ Sundays excepted.

CHANGE OF TIME—STEAMER LOUISE—CREEK ROUTE.

FROM SAN ANTONIO, 7.35 11.45 A. M. FROM OAKLAND, 9.00 A. M.; 12.00 M.
FROM SAN FRANCISCO, 10.00 A. M.; 3.00 P. M.

A. N. TOWNE, General Sup't.
T. H. GOODMAN, General Passenger Agent.

Old time table of C. P. and W. P. R. R.'s, 1869.



CENTRAL PACIFIC RAILROAD.

Quick Time and Cheap Fares
FROM
CHINA AND JAPAN TO NEW YORK AND LIVERPOOL.

THE GREAT OVERLAND ROUTE
VIA
Central Pacific Railroad

Is now in complete running order from

SAN FRANCISCO TO THE ATLANTIC SEABOARD.

Through Express Trains leave San Francisco Daily,

Making prompt connections with the several Railway Lines in the Eastern States for all the Cities of the UNITED STATES AND CANADAS, and connecting at New York with the several steamer lines to

England, France and all European Ports.

SILVER PALACE SLEEPING COACHES,

Second to none in the world, are run daily from San Francisco to New York and intermediate points. These Drawing Room Cars by day, and Sleeping Cars by night, are unexcelled for comfort and convenience to the passenger while en route—combining the elegance of a private parlor and all accommodations pertaining to a well-furnished chamber, with comfortable couches, clean bedding, etc. A competent Porter accompanies each Car to attend to the wants of our patrons.

GREAT REDUCTION IN THROUGH FARES.

Children not over Twelve (12) years of age, HALF FARE. Under Five (5) years of age, FREE. 100 pounds of Baggage per Adult Passenger, FREE. 50 pounds of Baggage, per child between 5 and 12, FREE.

Through Ticket Office, 422 CALIFORNIA ST., San Francisco.

Through Freights between San Francisco and New York, and other Eastern Cities, contracted through at low rates. Mark Goods "Care C. P. R. R." ☞ Money saved by purchasing Tickets at the Company's Offices.

T. H. GOODMAN,
Gen'l Freight and Passenger Agent.

A. N. TOWNE,
General Superintendent.

Advertisement of the Central Pacific R. R., 1869.

that such an undertaking were possible, it is an open question whether the Pacific railroad would have been built until years after it really was.

From then on, Judah spent his entire time, both in the mountains surveying and at Washington whipping Congress into line, until the Pacific Railroad bill was finally passed and the land grants and financial aid given to the railroad. This is all history that has been more or less published in some form or other for the past few years and we will not dwell on it. Needless to say, the small merchants of Sacramento were laughed at and poked fun of. For them to build a railroad across the Sierras was deemed beyond theirs or any man's power, and money was indeed hard to get. No one wanted to invest in a wild cat scheme of such will-o'-the-wisp aspects.

The Central Pacific Railroad was finally granted a right of way along Front street, around on I street and out B street to the American river, and the city deeded the company the slough, or as it was properly called, Sutter's Lake, a stagnant body of water with a few ridges running through it. This slough was granted to the railroad for shops and any one going through the shops that have been erected on that old slough, would have a hard time to be convinced that it was really a stagnant body of water when they acquired it.

Sacramento is situated on the east banks of the Sacramento river and when first laid out, the American river emptied into the Sacramento river just at the north edge of town. The channel of the American river was changed to a point one mile north of the city and at the time the railroad was started, the city had just commenced to raise the streets in the business section. In 1862 the waters of the American and Sacramento rivers had overflowed the levees surrounding the town and it was to raise the city above high water danger that the streets in the southern and western parts of town were raised fully six feet. As a part of the grant to the railroad, they were to raise Front street and also the B street levee and to keep the levee in good repair.

On January 8th, 1863, the Inauguration of the Central Pacific Railroad took place at the foot of K street on the banks of the turbulent Sacramento river. It had been raining for nearly two weeks and Front street was a regular quagmire. But on the morning of January 8th the sun came forth in all her glory as if to smile on the young railroad about to start on its way to the eastern seaboard. We will let the *Sacramento Union* tell it, as recorded at the time by an eye witness.

"PACIFIC RAILROAD INAUGURATION, FORMAL OPENING OF THE WORK"

"The skies smiled yesterday upon a ceremony of vast significance to Sacramento, California and the Union. With rites appropriate to the occasion, and in the presence of the dignitaries of the state, representatives of every portion of the commonwealth, and a great gathering of citizens, ground was formally broken at noon for the commencement of the Central Pacific Railroad—the California link of the continental chain that is to unite American communities now divided by thousands of miles of trackless wilderness. Among the assemblage were pioneers, who had assisted in laying the foundations of the Golden State, who had dreamed, toiled and schemed for years in behalf of this grand enterprise and clung with steady faith, through many depressing defeats to the belief that they would live to witness the consummation of their hopes; men who had more recently determined to devote their energies and their means to the execution of the project; representatives of the various sections of the state who appreciated the importance of the work to the whole Pacific Coast, no matter where the line should be located; high officials whose presence and earnest approval enhanced the dignity of the occasion; Divines to invoke blessings on the work; and last but not least, directors and contractors, who gave substantial assurance that the brain, the muscle, the gold and the iron were ready to make the railroad a reality. A noticeable feature of the inauguration was the patriotic character it assumed. The orators ascended from the level of material considerations to the contemplation of the work as a 'bond of Union,' and took occasion to rejoice over the recent declarations that henceforth the Union is to be indissolubly wedded to Liberty. All such allusions, together with incidental references to the dignity of the free labor that was to build the continental railway, were received with enthusiasm and applause by the assembled crowd.

"The choice of the scene for the ceremony was not favorable to the presence of the gentler sex, but the balconies opposite—on Front street above K—were adorned with a fair delegation. The great preponderance of pantaloons was a disagreeable necessity of the 'situation.'

"A stand was erected near the levee, a short distance above K street, and the ends were adorned with the national flag. A general distribution of bundles of hay gave a comparatively dry footing to the crowd in the immediate vicinity. The Sacramento Union Brass Band was stationed on the balcony of the American Exchange Hotel, and between the addresses enlivened the proceedings by playing the national airs and the peculiarly appropriate 'Wait for the Wagon.' Two wagons adorned with flags, drawn by horses that were also decorated with the national colors, were stationed near the rostrum, with earth ready to be shoveled out for the railroad embankment. On one of these wagons was a large banner bearing a representation of hands clasped across the continent from the Atlantic to the Pacific, with the prayer of every loyal heart,

'May the Bond be Eternal.'

"Shortly after twelve o'clock noon, Governor Stanford appeared upon the rostrum, and the ceremonies of the occasion were commenced. Charles Croker introduced to the assemblage, Leland Stanford, Governor of the State of California."

Governor Stanford's Speech

"Fellow Citizens: I congratulate you upon the commencement of the great work which, in its results to the State of California and the Pacific Coast, and to the nation itself, is to be what the Erie Canal was to New York and the Western states. This work will go on, from this side to completion, as rapidly as possible. There will be no delay, no backing, no uncertainty in the continued progress.

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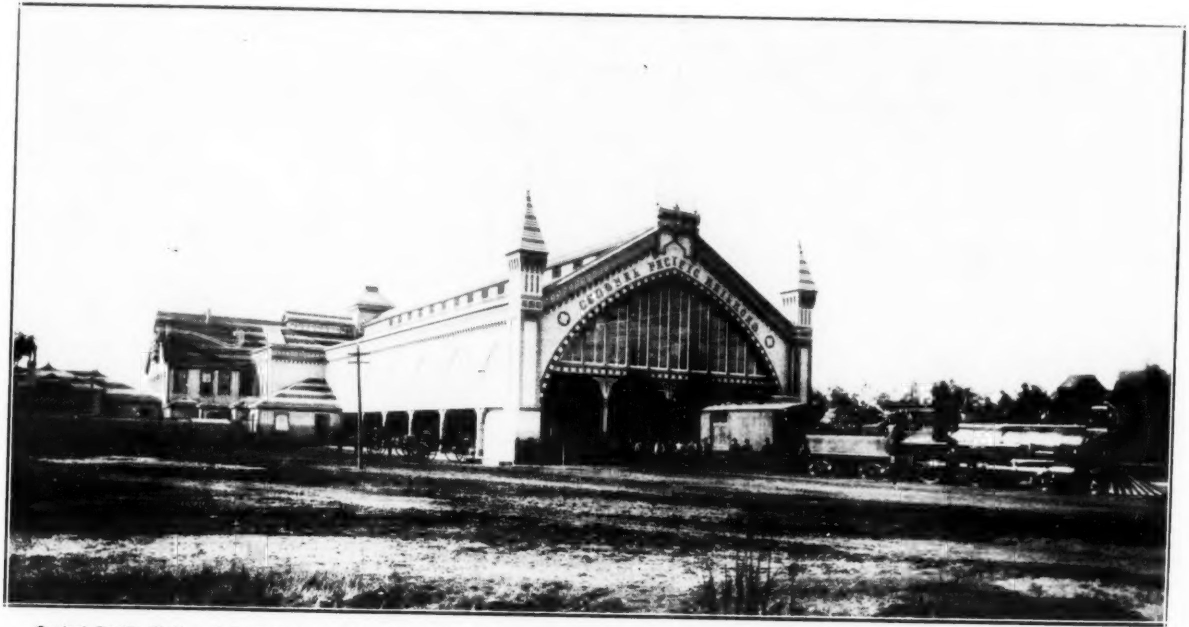

Central Pacific Station at Sacramento, 1880. The station stands on what was a slough just a few years previous. This is the point where the Cal.-P. intended building their station.

"We may now look forward with confidence to the day, not far distant, when the Pacific will be bound to the Atlantic by iron bonds, that shall consolidate and strengthen the ties of Nationality, and advance with giant strides the prosperity of the State and Country. The blessings which are to follow the completion of the work which this day we inaugurate cannot be fully estimated. Agriculture, commerce, manufactures, wealth and population will feel its influence, and will commence with it a new era in progress. And we may rest assured that the results will be equal to the magnitude of the undertaking, which is one that will shed lustre upon the enterprise, the energies and the wisdom of our people. A few short years since, the pioneers of our state looked upon a field magnificent, but wild and unexplored. The beautiful river at our side floated upon its bosom only the light canoe and reed craft of the untutored native. But, under the stimulus of American energy, how changed the scene. The stream from its hitherto clear and undisturbed repose, is changed to a busy channel bearing evidence of labor in the eastern hills. With the pioneer, appeared upon its surface the heavy and cumberous barge, followed by the slow sailing craft, and soon the noble steamer freighted with the wealth of a prosperous state, and alive with travelers urging that prosperity to its furthest limits. The Pacific Railroad will insure still another change; the wealth and commerce of the east and west is to float upon its waters, and is to behold the busy denizens of the two hemispheres in the constant travel over the great highways of nations. It is to realize all this that we are assembled here today, and we should be happy in the enjoyment of so great and glorious a privilege. I feel honored that the ground in the progress of the construction of the Pacific Railroad is first broken by my hand; and as emblematical of the importance of the work, and its appreciation by the people of the state, and their determination to perform what is now undertaken, it is meet and proper that the Governor of the State should be present and perform the first act of labor, and that we should invoke God's Blessing upon the undertaking."

The Rev. J. A. Benton of the Congregational Church came forward and offered a prayer calling upon Heaven to bless the work and watch over the building, to guide the builders in all their undertakings. Among other parts of his prayer we quote; "In our humble way, and in this material form, we enter upon the first step of creating a highway for the peoples of the nation. Oh, Lord, deign to accept it as Thy work. Let it be a source of power to this great Nation. Unite the nation into a power which shall guard the freedom of the whole world. Oh, Lord, let this be a bond of connection between the East and West, between those vast expanses of ocean."—

At the close of the prayer, Charles Crocker announced that "the Governor of the State of California will now shovel the first earth for the great Pacific Railroad." (Cheers)

The two wagons loaded with earth were driven up in front of the rostrum and Governor Stanford, with a zeal and athletic vigor that showed his heart was in the work and his muscle in the right place, seized the shovel, and amid the lusty cheering of the crowd, deposited the first earth for the embankment. The enthusiastic Charles Crocker promptly called for "nine Cheers" and the crowd sharing his enthusiasm, cheeringly responded. The sun smiled brightly and everybody felt happy because, after so many years of dreaming, scheming, talking and toiling, they saw with their own eyes the actual commencement of a Pacific Railroad.

This ceremony ended, the Governor returned to the platform.

The following were severally introduced and addressed the crowd: A. M. Crane of Alameda, President pro tem. of the Senate; J. H. Warwick of Sacramento, member of the Assembly; J. A. Banks of San Francisco, member of the Assembly; Walter van Dyke from Humbolt county, State Senator; Rev. Dr. Peck; William H. Sears, Assemblyman from Nevada County; Newton Booth, Senator from Sacramento county; Dr. J. F. Morse, and Charles Crocker.

Charles Crocker spoke as follows: "Fellow Citizens; It becomes my duty to tell you that the exercises are about to close, but as I have had no say in this matter yet, I propose to say a few words. ('Go on!' 'Go on!' and applause.) You have listened to the address of the Governor of the State of California; you have heard the eloquent prayer of the divine who addressed the Throne of Grace and called down the good will of Heaven upon our undertaking; you have heard the eloquent strains of the statesmen of California, as they have regarded the commencement of this work; you have heard statesmen and divines say all they wanted to say. Now then, the talk is through and the labor commences. I tell you fellow citizens, it is the proudest day of my life when I can say to my assembled friends here that it is my duty to assist in the inauguration as one of the actual laborers in this great enterprise. ('Good' and applause.) Allow me to say to you today that all the arrangements are made; that this is no idle ceremony; that the pile driver is now, while I am talking, driving piles for the foundation of the bridge across the American River. (Great applause.) Tomorrow morning one of the sub-contractors, who owns these teams, and has brought this earth here to deposit at the commencement of this road, will proceed across the river and commence the labor of grading. It is going right on, gentlemen, I assure you! All that I have—all my own strength, intellect and energy —are devoted to the building of this section which I have undertaken." (Great applause).

Of how the work DID go ahead, but not with the speed that some thought it should, and how the last spike was finally driven at Promontory, Utah has been told in books written by great writers, in numerous reports, both by the Government and the railroad, so we shall not tire you with that part. We will, however go into the history of the great shops, as THAT has never been told in any great degree by the various historians. The following history of the shops has been gleaned from scant records that have been found with difficulty; from the older employees before they passed away, from old newspaper files and from the different histories of the county, which have from time to time been published, the first one in 1876 and the last one in 1913. These histories of the county have given the writer some clews, which when followed up, disclosed some interesting facts.

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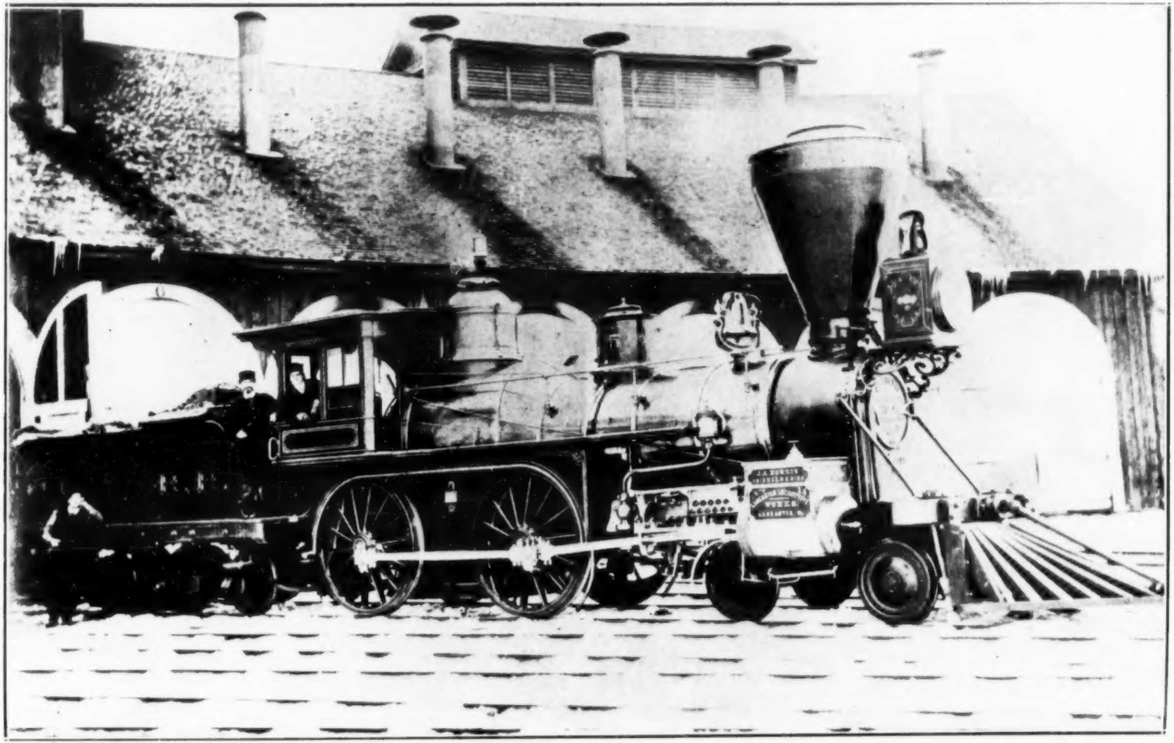


C. P. R. R. 25 at Terrace Round House, 1870. This was the first C. P. locomotive to burn coal as fuel. It was fitted to burn coal while it was on the Western Pacific R. R. out of Sacramento.

HISTORY OF THE SACRAMENTO SHOPS

In order to give an accurate history, or outline of the mammoth shops that are located at Sacramento, it will be necessary to go back to the early sixties, or to the late fifties, to the Sacramento Valley Railroad at Folsom and also at Sacramento.

The first cars built on the coast were built by the Sacramento Valley railroad at third and R street in Sacramento. They were what were termed "platform" cars, or as we know them, flat cars. They were entirely of wood, put together with bolts and nails, and the greater part of the trucks was also wood. The wheels were cast in a small foundry at Front and I street and most of the castings used in the cars were made in this small foundry. The forgings required were made in a shop on Front street near O street, the bolts and nuts having been purchased locally from any source where they could be obtained, some coming from stores in San Francisco.

Several small sheds were finally erected at Third and R street and the forges ordered from New York having arrived, the work of creating the different parts of the iron was carried on at this point until the road was completed. In the meantime, wheels and bar iron, as well as small plates of steel and iron, having arrived from New York and Boston, the work of building 5 first class passenger cars, one baggage car and a combination mail, express and baggage car was started at the shed on Front and R. These were completed by the time the road was open for business. From reports given me by several of the older employees of the C. P., who had previously worked for the S. V. R. R., some of these passenger cars, built in 1855 and 1856, were in use as late as the early nineties, showing the fine workmanship of the early builders.

After the S. V. R. R. was in complete running order, the railroad ran into trouble with the City of Sacramento on account of using part of the streets for their building. The S. V. R. R. having acquired more ground at Folsom than it needed, they proceeded to follow out the suggestions of the Superintendent and erected brick buildings at that point, installing a cupola of six tons capacity for making iron castings; a small brass furnace; a machine shop, well equipped with machines and tools, and a car building shop. In addition, there was a good sized forge shop erected and ten forges installed. Smaller buildings of wood were erected for copper and tin work and the S. V. R. R. was equipped to do any work in connection with their railroad that might require attention.

Mr. Benjamin Welch, who had started his career as a railroad man at the age of sixteen in the Portland Locomotive and Car Shops, in the city of Portland, Maine, having arrived in California in 1852, and who, having failed as a miner, was engaged as Superintendent of the Folsom shops in 1856. Under his able guidance the shops flourished, turning out in addition to railroad cars and repairing railroad equipment; mining machinery, stoves, wagons, scrapers, bolts and nuts, forgings of all kinds and castings for any purpose. Raw material had to be brought by steamer from San Francisco, hauled to Freeport or Sacramento and thence to Folsom by the railroad. But with all that, the Sacramento Valley railroad made different articles of cast and forged and shipped them back to San Francisco at a profit. At the peak of the prosperity of the Folsom shops, there were 300 men and boys on the pay roll. After the beginning of the Central Pacific R. R. in 1863, the shops at Folsom began to decline and in 1869 the Central Pacific, which had acquired the S. V. R. R., closed the Folsom shops and moved the machinery to Sacramento.

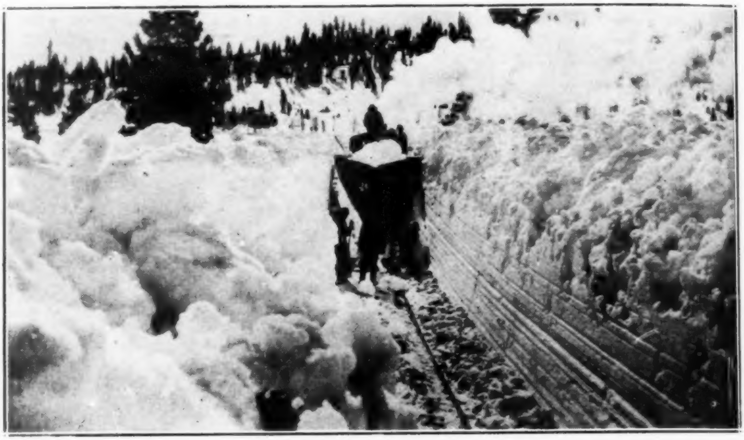
When the Central Pacific R. R. began to receive locomotives and cars on the wharf at Sacramento, they had no buildings of any kind, no machines and few employees. Such machine work as was required was taken across the levee to the machine shops of Goss and Lambard, who had the best equipped machine shop in the city at that time. This shop also boasted a small brass foundry and a small iron foundry.

The first building erected by the C. P. was a small shed on the levee near the foot of I street. This was used for storing tools and also boasted a vise and a small forge. This building was later used as the first ticket office for the C. P. and stood on the levee from 1863 until some time in 1908 it was finally torn down.

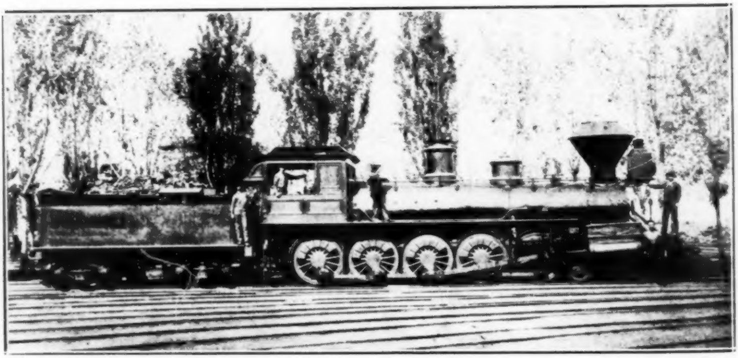
In the fall of 1863, the C. P. R. R. started to erect a few wooden buildings on the banks of the old slough on Sixth street near H street. The first building was 20x150 feet, in which 20 or 30 men were employed. Mr. Welch, having left Folsom and gone to the San Francisco and San Jose R. R., Mr. Huntington, who was a personal friend of his, engaged Mr. Welch as Superintendent of the shops of the C. P. His official title was Car Master, but to the duties of getting cars built and keeping those in order, he was also given the position of General Superintendent of Construction. Under his direction an addition of 130x30 feet was added. This comprised the shops, with the addition of a few smaller buildings, until 1867 when plans were drawn and work started on the foundations of the present brick structures. In the meantime. Mr. I. H. Graves was employed by the C. P. as Master Mechanic. The need for a competent mechanic to erect the lathes, drills, stationary engines and boilers was deeply felt. Mr. Graves had known a young man in Brattleboro, Vermont, named George Stoddard and learning that Mr. Stoddard was in California, he hunted him up and engaged him as Shop Superintendent to erect machinery and get the shop going, as it was badly needed. Goss and Lambards' place was too small for the work in hand.

Mr. Stoddard arrived in Sacramento in 1865 and went right to work getting the machinery off the wharf, putting it in place and running. Mr. Stoddard had been mechanical draftsman for the Connecticut River Railroad at Northampton, Massachusetts, and in addition to his duties as Shop Superintendent, he also did what drafting as was required.

In 1867, as before stated, the foundations were started for the new shops. These foundations were laid in the old slough north of town, which slough had been deeded to the railroad company for their shops. Piles were driven in four feet of water, the piles being driven until the tops were even with the water line. Rip-rap in the shape of granite from Rocklin, 20 miles east of Sacramento, was hauled in and dumped around the piles. Sand and silt was hauled by wagons from the nearby American and Sacramento rivers and the slough filled in, or as much as



Bucker Snow Plow in the Sierra Nevada Mountains, 1879. Showing the depth of snow these plows could go through.



Courtesy of G. M. Best

Central Pacific R. R. #237. "El Gobernador." Built at Sacramento Shops. 1883.

was needed. Four feet of solid granite was laid on top the piles and rip-rap and brick laying was started in earnest. The first building finished was the car shop, 90x230 feet, to which an L, 90x40 feet was soon added. Shortly after this, in 1868, the foundations were laid for an addition to the car shop, 100x200 feet. The foundations were also laid during this time for the machine shop, 100x205 feet, a round house of 28 stalls, a blacksmith shop 60x125 feet, a boiler and engine room 50x78 feet and a paint shop for the car department of 70x225 feet. These buildings were all made of brick, placed on piling driven in the waters of the old slough. They were all completed and occupied during 1869, at which time the machinery, except the foundry was moved from Folsom to Sacramento. During the time the buildings were being erected, Mr. Stoddard was working on the drawings for an engine to work the various machines in the mill and machine shop. This engine was built at the shops, some of the castings were made at Folsom, some at the works of Goss and Lambard and most of the machine work was done at Goss and Lambards. A pile foundation was laid for the engine, boilers and stack to rest on, and that stack is still there in 1939, as solid as the day it was built. It contains 600,000 bricks, in the chimney itself, with 60,000 bricks in the foundation base. It is 92 feet high above the present elevation of the shops. It has a batter of ⅜″ giving it a six foot taper. Surmounting the stack is an iron cap weighing 1 ton.

The Corliss engine had a cylinder 20 inches diameter, four and one half foot stroke, 18 foot fly wheel weighing 14 tons and the engine developed 80 horse power. This engine was in constant use from 1869 when it was placed in operation, until some time during 1910 when the machinery was all equipped with electric motors. The engine was finally scrapped and torn out about 1917.

In the meantime, over one hundred teams were busily engaged in hauling sand and silt from the river to fill in the shop grounds, raising them four feet above the water line of the old slough. By late 1869, 20 acres had been filled in, leveled off and in use by the company.

The machine shops of Goss and Lambard were purchased by the railroad and some of the machines were moved to the shops, some were left where they were and used by the C. P. This included the foundry, which was used until late in 1871 when the foundry in the shops was erected near Sixth and H street. The old foundry on I street was used for a number of years after the shop foundry was erected, but was finally abandoned. The old building is still standing, and was for a number of years used as part of the city jail, remaining the property of the railroad and leased to the city. The railroad now uses the building as a storage for old records.

By the middle of 1872, the wheel foundry was completed and placed in operation, and this foundry furnished all the wheels that were used in new construction. By the early part of 1878 the wheel foundry was turning out wheels at the rate of 112 wheels per day. In 1881 the new iron foundry was started and when completed the shops were able to cast anything that was required in the way of grey iron.

In the meantime, there was erected of wood and corrugated iron, a boiler shop 60x200 feet with a tower for the steam rivet bulldozer, and a small building close to the boiler shop, for the care and repair of tenders. In 1870, Mr. Andrew Jackson Stevens was brought up from the San Francisco and Alameda R. R. and placed in charge of the mechanical department as Master Mechanic under Mr. Perkins. In 1871, Mr. Perkins leaving the company, Mr. Stevens was placed in complete charge of all the mechanical departments. Mr. Stoddard was then placed in full charge of the drafting of all parts for locomotives and cars.

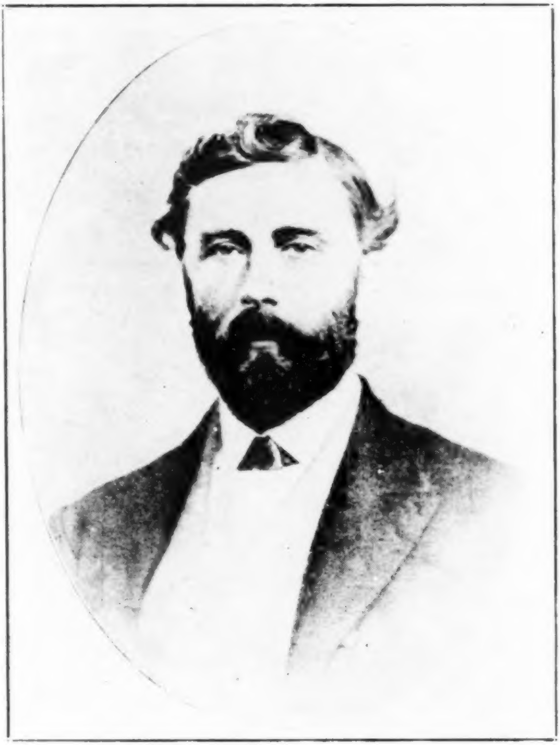
Mr. Stevens was a thorough mechanic and had a far seeing eye. He could see that many of the locomotives that had been hastily built by the eastern builders lacked many features that impaired their capacity for the work over the Sierra Nevada Mountains. He set about altering the older locomotives, and in conjunction with Mr. Stoddard, worked out plans for new, larger locomotives and saw no reason why these could not be built in the shops just as reasonably, if not more so than those bought from the builders. Plans were prepared by Mr. Stoddard and work was started on ten new eight wheel locomotives, the first one turned out in July 1872 and was given the number 173 which had previously been assigned to an 8 wheel Norris-Lancaster engine. This Norris-Lancaster engine was broken up in 1872.

Mr. Stoddard was called into the office of Mr. Stevens one day and asked, "Can you design a rolling mill?" Without stopping to think, Mr. Stoddard said "Yes!" He had never seen a rolling mill, but started right to work on the job and in due time the small experimental mill was set to work, and it was kept at work until sometime during 1930 when the rolling mill at Sacramento was shut down for good.

From the amount of iron rolled and the savings made, both as to money and time, the mill was a success and a larger one was designed and built during 1879, Mr. Stoddard designing the complete machine from the huge upright engine to the smallest part of the rolls and furnaces. This was so successful that another mill of the same size and capacity was constructed during the early 80's and another small mill was built about this time.

During the early days of the shops, that is during 1865, Mr. Welch was called upon to construct some sort of a snow plow to assist in keeping the road open, as the snow was a real hindrance to the builders. Mr. Welch and Mr. Stoddard had never had much to do with snow plows, but nothing daunted they started in and constructed the giant Bucker Snow plow that did such valiant work in keeping the deep snows of the Sierras from holding up the onward rush of materials to end of track. In conjunction with Mr. Stoddard, Mr. Welch designed and built at the shops, and later secured a patent on a "Framer and Tenon Machine" thereby making a large saving in building the cars that were badly needed. The "Emigrant Sleeper" was also a product of the Sacramento shops, and later there was produced the Tourist sleeper under the direction of Mr. Welch.

Later, some of these Tourist sleepers were constructed by the Pullman Company and were exhibited at the Railroad Exposition in Chicago in 1884 and received much favorable comment from the railroad world in general.



Courtesy S. P. Co.

T. D. Judah, Chief Engineer of the Sacramento Valley R. R., first Engineer of the Central Pacific R. R. He surveyed the line across the Sierra Nevada mountains, and convinced the "Big 4" that a transcontinental R. R. could be built.

Business continued to be good on the Central Pacific and more powerful locomotives were required to handle the increasing tonnage over the Sierra Nevada Mountains. Accordingly, the new engines were designed at the shops and the first one was built there, the now famous 229 being the first one constructed. When that engine was finally built and tried out, it was such a success that Cook was given an order for 20 more just like it, except that the cylinders on the Cook engines were 20x30, whereas the 229 had 19x30 cylinders.

Mr. Stevens and Mr. Stoddard then directed their attention to a still larger engine and the C. P. 237, the "El Gobernador" was built. This locomotive attracted a great deal of attention of railroads from all the country and was a radical departure from the conventional locomotives of the period. The engine was equipped with rotary valves and was actuated by a modified gear, similar to the Stephenson link but with some alteration. The rotary valves not proving satisfactory, they were removed and a double valve applied with a new design of valve gear worked out by Mr. Stoddard under Mr. Stevens direction. The 237 was the only engine that was equipped with this type of gear.

When built, the C. P. 237 had cylinders 21x36 and drive wheels 51″ dia. The wheel arrangement was 4-10-0. The wheels were increased to 57″ dia. when the rotary valves were removed. As finally turned out and placed in service in 1884, the 237 weighed 18,000 lbs. on the truck and 128,000 on drivers, or a total weight of 146,000 lbs. The boiler barrel was 56″ dia., the fire box was 51″ wide and 126″ long at its largest part, and was 34″ wide by 126″ long between the wheels.

The steam pressure was 140 lbs and the combined heating surface of the flues and fire box was 1,839 square feet. When first built, this engine was too heavy for the light bridges of the period and it was kept at Sacramento from 1883 until 1884 while the bridges and trestles were strengthened by the M. W. department.

Later, other engines were designed and built at the shops, but the shopmen still talk about the "EL GOBERNADOR." But our little history concerns the shops mostly, hence we will resume where we strayed.

Another genius of the Sacramento shops was Stephen Uren, head of the forge department. Mr. Uren came to the Central Pacific in 1869 as a blacksmith and worked his way up to foreman by 1875. He had very decided ideas regarding heavy forgings and under his direction there was designed and built several steam hammers and large shears and punches. These were designed by Mr. Stoddard and gave valuable service in making the heavy frames and forgings for the locomotives, bridges, steamboats and cars that were turned out of the shops. One of Mr. Uren's earliest ideas was a machine that turned out the car links, (used to couple the cars together) previous to this the links were hand forged. This machine was constantly at work day and night turning out the links made from iron rolled in the nearby rolling mill.

In 1885 Mr. Uren secured a patent on a process for making bolts and nuts from scrap iron. He also devised a machine that turned out the large nuts used in bridge work. Another patent of his was the wrought iron brake shoe, thousands of which were made in the Sacramento shops. He also worked out a machine for making track spikes from square iron rolled in the mill. This machine would turn out spikes as fast as man could feed the iron to the machine. It headed, sharpened and cut the spike from the rod, all in one blow. Another patent of his was a machine that headed a bolt and cut the slot at the same time. These are all more or less common to the most of us in these days of mass production, but were quite novel in the days when hand work was the usual thing. The machines that made these parts were all designed and built at the shops, and right here I might mention that some of those big shears and punches are still doing active service, day in and day out at the shops, altho they are well over 60 years of age.

Early in 1878, Mr. Stoddard designed a pump for the Sacramento Water works and this was built at the shops. It was a double acting piston pump, steam cylinder 36″ dia. and water cylinders 24″ dia. The air chamber was 36″ dia. by 29 feet high. The cost was $30,000.00 complete installed. This pump was in active service day in and day out from 1878 until 1918, and was removed and broken up during 1926.

Many and varied were the machines, locomotives, cars and pumps that have been built at the shops in the years that they have been established. Street cars were built there, cable cars for San Francisco's steep hills. Palatial private cars, dining cars, observation cars, day coaches, all the cars that were once used on the Oakland locals when that was a steam line, ferry boats, including the boilers and machinery, river steamers, deep well pumps, turn tables, bridges, both wood and steel, bolts, nuts, spikes, switches and switch stands, lamps and lanterns of every description, tinware, cooking utensils, stoves and ranges, wood and iron working machinery, steam hammers, water treating plants, castings of brass, iron, monel, copper, alumnium, steel and bronze. Every kind of forgings—well, it would be impossible to describe just what has been and is still being made at the shops. No job is too small—none too large for the shop force to tackle and carry thru to completion.

In 1878 the machine shop was enlarged and again in 1884 and finally in 1905 the whole machine shop was enlarged to twice its size and a traveling crane installed. The boiler shop was enlarged at this time and several new buildings were erected. Finally in 1910 the last of the old slough was filled in by a suction dredger and new buildings were erected for the frog and switch shop, the spring shop and the brass foundry, and a new building erected for a steel foundry. The steel foundry was placed in operation and turned out a superior product to what could be purchased besides having the castings made when they were needed. During the depression of 1932 and 1933, the steel foundry was abandoned and the furnace sold, and many times since, the S. P. has severely felt the loss of that foundry.

The rolling mill was finally abandoned and the machines scrapped and the loss of that mill is still felt. New methods of making forgings by bulldozer and steam hammers of high capacity as well as a huge press, numerous forging machines and by dies, as well as by the electric welding process, has decreased the number of blacksmiths required to carry on the work. Many of the large parts that were once made from steel castings, are now being fabricated from steel parts by the welding process and are superior, even tho a little costlier than steel castings.

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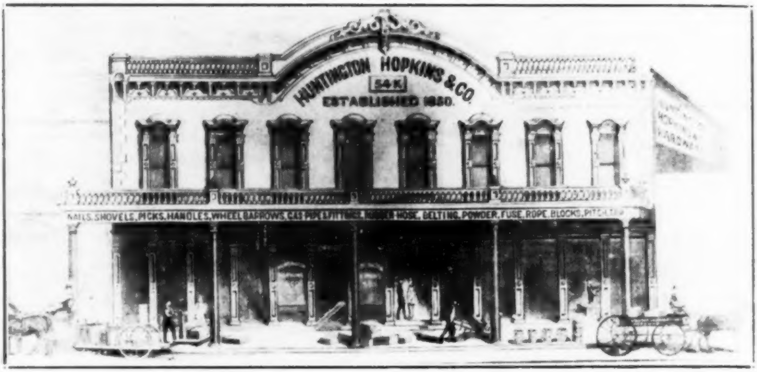
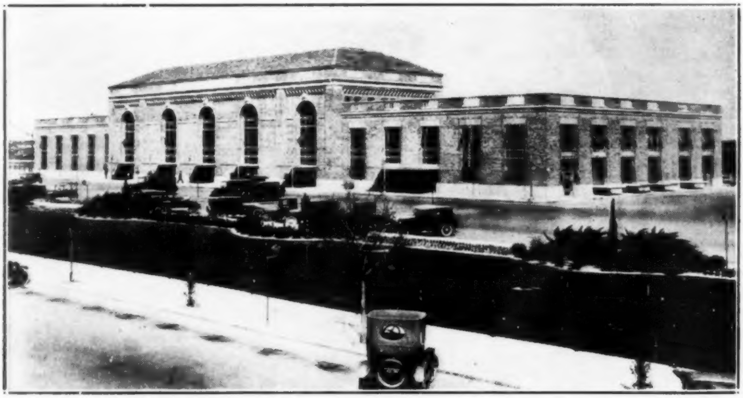

HUNTINGTON HOPKINS & CO
54 K
ESTABLISHED 1850.
NAILS, SHOVELS, PICKS, HANDLES, WHEELBARROWS, GAS PIPE & FITTINGS, RUBBER HOSE, BELTING, POWDER, FUSE, ROPE, BLOCKS, PITCH

No. 54 "K" Street in Sacramento, Calif. Here the Central Pacific R. R. was born. From an old woodcut.



Present S. P. Station at Sacramento. Taken in 1925 when first opened for service.

Today, freight cars, locomotives and all sorts of parts for the different departments of the railroad are still being made at the shops, and the last order for locomotives that were built by the eastern builders, included a number of the parts made at the Sacramento shops and shipped to the builders to apply to the locomotives being built.

The spirit of Mr. Stevens, of Mr. Stoddard, of "Uncle" Ben. Welch, of Stephen Uren, of Mr. Baxter, and a host of others that have left their mark on the shops, seems to hover over the place to urge the younger generation to carry on the work that they started in the 60's, when it was not possible to rush out and buy what was needed, but had to be made at the "Works" and before they could be made, had to be thought out. Sacramento Shops has a glorious past and there is no question that its life will be long and useful. It is not possible to down the spirit of the harder pioneer. That spirit that built the west and wrested from Mother Nature her treasures at such terrible hardship, still lives, but those of us whose hair has grown grey, and whose step is less sprightly, can begin to see a change in the spirit of the entire west. Let us hope that it will not die out entirely and like many of the branches of the railroad, be entirely abandoned.

CALIFORNIA PACIFIC RAILROAD

In 1856 a company was formed in San Francisco, to build a railroad from the bay to Sacramento, and was incorporated under the name of the "San Francisco and Sacramento Railroad Company." They employed T. D. Judah as Chief engineer, and he with his characteristic energy, proceeded to survey the line and give the directors his report. On February 1st, 1856, Mr. Judah rendered his report on the preliminary survey, revenue and cost of construction of the San Francisco and Sacramento Railroad. If space permitted we would give you that whole report, as Mr. Judah went into the subject deeply from all angles and left nothing out of his report. However, nothing was done about building the road, and we can find no further reference to the San Francisco and Sacramento Railroad.

In 1857 Mr. De Witt C. Haskins and Dr. D. W. C. Rice, both of Marysville, launched a scheme to build a railroad from Marysville, directly across the Sutter Basin, thence to Davisville and on to Vallejo, and from that point to San Francisco by boat. Of course the residents of Marysville looked with favor upon the proposition, especially as the California Central did not seem to promise much, altho it was the intention of the Cal. Central to reach Marysville when that road started.

The Legislature in 1857, authorized the County to issue bonds in the amount of $200,000 to aid in the construction. So was born the San Francisco and Marysville Railroad Company, which was incorporated on November 9, 1857 and which was the first company to enter into the history of the California Pacific R. R. This road at one time threatened to become a competitor of the Central Pacific and even had aspirations of building a competing line to Ogden.

Actual work on the San Francisco and Marysville Railroad started in the summer of 1859 with grading of about sixty miles in July, 1860.

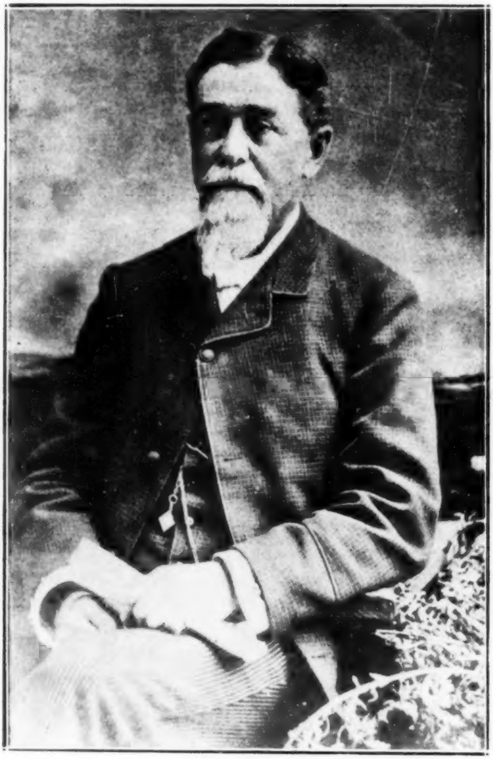
This brought the grading within a short distance of Suisun. Altho Haskins was sent east to purchase rails and equipment for the road, we do not find any record of the material ever having been received. No doubt the events preceding the Civil War had something to do with Haskins not being able to secure the necessary cash and credit, but be that as it may, work on the road closed down and nothing more was heard about the railroad.

Haskins, however was not discouraged. He still had T. D. Judah's roseate report to the directors of the San Francisco and Sacramento railroad before him. So, in 1864, with a better financial backing, he once more embarked upon the scheme of building a railroad to the bay via Vallejo. Accordingly, we find in 1864 that Haskins has incorporated the Sacramento and San Francisco Railroad and has interested others in his scheme which promised big, as it would provide the most direct route from the Capital to San Francisco besides opening up new territory. It turned out to be so, passing through some of the best farming land in the Sacramento Valley.

However, this new venture seem to get nowhere; they acquired no property and in a short time appeared to have passed away as all such ventures had a way of doing.

In 1865, Haskins was once more to the front, and on January 10th, 1865 he was the leader in incorporating the California Pacific Railroad Co. Things seemed to break better for this road than the previous ventures, and on December 1st, 1866, construction was commenced at Vallejo, and the first rails were laid at this point April 10th 1868. Work went steadily ahead and the rails were laid to Washington, across the Sacramento river from Sacramento, in November 1868. It was not, however until sometime during 1870 that the Cal. Pac. finally entered Sacramento, as the bridge across the river had to be built. There was at that time, a toll bridge across the Sacramento river, and the Cal. Pac. entered into negotiations with the owners of this bridge and with the counties of Sacramento and Yolo, and finally reached an agreement, whereby the railroad and the two counties would buy the franchise of the toll bridge owners and rebuild the bridge to take care of the railroad as well as the highway. Work went ahead at once to build the bridge strong enough for the railroad and then the Cal. Pac. hit another snag. On the Sacramento side of the river the Central Pacific had their tracks along the top of the levee and flatly refused to allow the Cal. Pac. to cross their tracks. The Cal. Pac. took the matter to court but got small satisfaction, so they took things into their own hands and started to put in a crossing. The Central Pacific at once took means to stop the crossing from being put in and the war was on. It raged for several months and came near to bloodshed several times. The crossing was finally effected and in January 1870, the first Cal. Pac. train from Vallejo crossed the bridge and stopped along side the slough where it was proposed to build the station.

The Cal. Pac. reached Yuba City, opposite Marysville, in November 1869. The steamer "New World" was placed in operation between Vallejo and San Francisco and one train a day was run in each direction



Courtesy Mrs. C. T. Noyes.

Andrew Jackson Stevens, Master Mechanic and General Master Mechanic, Central Pacific R. R., 1870 to 1888.

until 1870 when there were two more boats placed in service and the dream of T. D. Judah came true. For in his report to the directors of the San Francisco and Sacramento Railroad in 1856, Judah reported that "A fast express train could leave Sacramento in the morning and make the run thru to Benicia* in one hour and a half and connect with a fast steamer for San Francisco, while the steamer from San Francisco could discharge its passengers and they would be taken to Sacramento by the fast express train." This is just what happened and the time table of the Cal. Pac. announces that the fast express would leave Sacramento at 7:15 A. M. and at 3:15 P. M. The morning train arriving at San Francisco, by boat from Vallejo, at 11:30 A. M. There was also the fast freight boat that Judah spoke of.

By March 1870 the new road was in Marysville and doing a fair amount of local business, both from Marysville and from Sacramento and local points between. In 1871 the company floated some more bonds and bought out the California Steam Navigation company which operated a line of boats on the Sacramento river from Sacramento to San Francisco, thus coming into complete control of the local business between the two points.

In the meantime, the California Pacific had secured control of the San Francisco and North Pacific Railroad which operated from San Francisco to Donohue landing on the bay and thence to Santa Rosa. The California Pacific had previously secured the Napa Valley Railroad from Vallejo to Calistoga and seemed rather strongly entrenched.

A reorganization was effected by the California Pacific on January 1, 1870 and brought into the company a number of English and German directors.

On May 23, 1871, the last and greatest project of the Cal. Pac. was effected when the California Pacific Eastern Extension Company was organized and capital stock fixed at $50,000,000. The idea being to construct a line east to compete with the Central Pacific R. R. Nothing ever came of this, and on August 1, 1871, Milton S. Latham, who in the meantime had secured the controlling interest in the California Pacific, sold out to the Central Pacific. The C. P. was seriously considering a line from Sacramento to Benicia and thence by bridge across the straits of Carquinez and on down to Oakland. The California Pacific tracks were accordingly used for this purpose but instead of a bridge at Benicia, the C. P. put on a ferry and ferried the entire train across the straits. In the meantime, the San Francisco and North Pacific R. R. was sold by the Cal. Pac. to Peter Donohue, and in 1872 the Cal. Pac. gave up the ghost entirely by selling their river boats to the Central Pacific R. R.

The main shops of the California Pacific were located at South Vallejo and there all their heavy work was done. They built most of their own cars, both passenger and freight, and had quite extensive shops. In the height of their career they owned 12 locomotives, all Mason built, and just before selling out had acquired two more Mason engines. They owned several hundred freight cars and a number of passenger cars.

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*Judah surveyed his line to Benicia. The Cal.-P. built to Vallejo instead of Benicia.

Some of those little old passenger cars were still in service as late as 1904 and I have traveled to San Francisco in them.

The California Pacific Railroad, as such, passed out of the picture in 1871, altho the name was retained on the equipment for a number of years afterwards, but the yard men, and the engine crews still refer to the railroad from Sacramento to Napa and Vallejo as the Cal. Pac. If asked, "Where are you running now?" They will answer "Cal. P." And the most of them do not even know what "Cal. P." means.

In 1869, the Cal. Pac. placed in service on Sundays, for a short time, a fast train between Sacramento and San Francisco. The run was made from Sacramento to Vallejo without stop, where the passengers transferred to the waiting boat and were taken to San Francisco. Time for the entire distance, two hours forty minutes. The fast trains today make the time in two hours twenty minutes, but make several stops.

The regular trains on the Cal. Pac. were not so speedy as the time table will indicate.

CALIFORNIA CENTRAL RAILROAD

While the California Central Railroad did not enter the city of Sacramento, it must be considered in this romance of the railroads as it was closely associated with Sacramento.

Shortly after the Sacramento Valley railroad was completed to Folsom, a company was formed to build the Sacramento Valley Railroad extension. Nothing came of this, but in the spring of 1857 a company was formed in Marysville, to build a railroad to connect with the Sacramento Valley R. R. at Folsom. This company was entirely independent of the Sacramento Valley company. Colonel C. L. Wilson, who was the prime mover in the original road, was elected president and T. D. Judah was made engineer. Col. Wilson was sent east to secure funds and equipment for the road and grading was commenced in 1858. By 1861 rails had reached Lincoln and some grading had progressed beyond this point.

In order to get to Marysville from Folsom, it was necessary to bridge the American River and the railroad started construction of this bridge on May 31, 1858. It was completed two months later at a cost of $100,000 and was the only bridge left intact on the American river after the high water of 1862. The span of the railroad bridge was 216 feet and was 92 feet above the bed of the river, which was 52 feet higher than the toll bridge for teams.

Across the river from Folsom, was the little town of Ashland, later called Big Gulch and the California Central passed through the main street of this little town, turned left and crossed a section of Negro Bar on a high trestle, finally hitting the bluff near the top of the hill. This hill had to be cut through on a radius, and after passing thru the cut, the railroad entered another ravine, crossing this on a series of short trestles. From there the road was almost due west to Griders ranch, later called "Junction"—now called Roseville, and thence north to Lincoln. From the top of the ravine above Ashland to Griders, the country is small rolling hills, so no deep cuts were required and there

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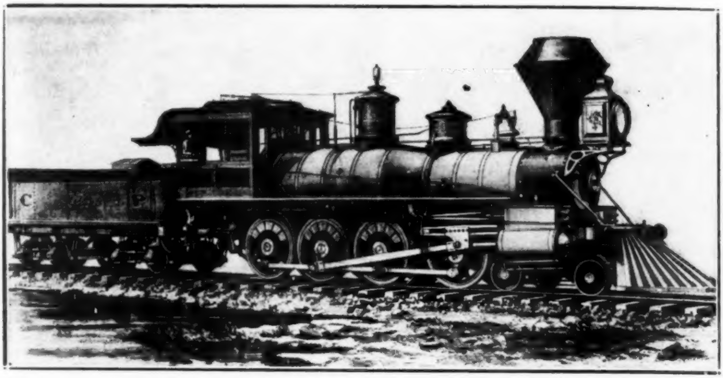
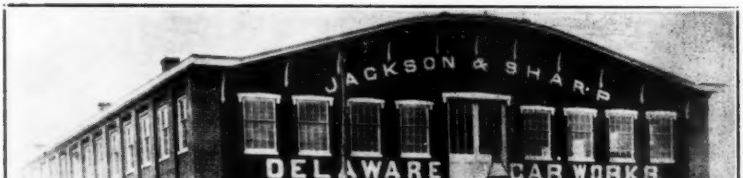


Courtesy Fred Jukes.

C. P. 229—Built at Sacramento Shops, 1882.


JACKSON & SHARP
DELAWARE CAR WORKS.

Courtesy of American Car & Foundry Co.

One of the Silver Palace Sleeping Cars of the Central Pacific R. R.

were no heavy bridges to construct. Just before entering Griders, there was a ravine to cross, but this was not a difficult problem.

From Griders to Lincoln the hilly country increased a trifle and there were some stretches of swamps to cross, but nothing of a difficult nature. After 23½ miles had been graded and some track laid, the work closed down for lack of funds, but was soon resumed and Lincoln reached in 1861.

The time table of the Sacramento Valley railroad of 1863 gives the following: Trains for Folsom will leave the depot at the foot of K street at 6½ A. M., 1 P. M. and 4 P. M. Sundays excepted. At Folsom the cars of the S. V. R. R. connect with the cars of the California Central Railroad for Lincoln, thence by stage to Marysville, Foster's Ranch, Wolf Creek, Boston Ravine, Orlean's Flat, Smartsville, Rough and Ready, Red Dog, White Cloud and Grass Valley, connecting at the latter place for all parts of the middle Yuba.

The Central Pacific reached Griders, which was then changed to Junction, on April 26, 1864. As this was a more direct route than round by Folsom, the California Central did not have much freight nor passengers from Folsom. The Central Pacific finally bought the California Central at public auction and the line from Folsom to Junction was abandoned and the tracks taken up. The bridge across the American River at Folsom was finally condemned and taken out in 1866. The Central Pacific operated the line from Junction to Lincoln and finally completed the line to Marysville under the name of Yuba R. R. This later was a part of the Oregon and California Ry., and is still in active use. The California Central, like the Sacramento Valley, was five foot gauge. At their peak, they owned 4 locomotives and 25 cars of all kinds, including 3 first class passenger cars.

THE WESTERN PACIFIC RAILROAD

The Western Pacific Railroad, (No connection with the present railroad of that name) was incorporated December 13, 1862, to build from San Jose to Sacramento, to connect with the Central Pacific. The incorporators were: Timothy Dame, Richard Chenery, Emory T. Pease, Geo. H. Bodfish, Charles Dero, Erastus S. Holden, and Alex. H. Houston. Capital stock was fixed at $5,400,000. Due to a variety of causes, the construction of this line was held up until January, 1865, when work began in earnest. It was not until August 1869, however, that the line was opened for passenger service as far as Stockton on the south of Sacramento. The little locomotive "C. P. Huntington" was assigned to take the first passenger train and held the job for over a month, making a round trip a day with two passenger cars.

Grading had in the meantime continued beyond Stockton, and by October, 1869, the line was operating to Melrose, and in November, 1869 the Western Pacific consolidated with the San Francisco Bay Railroad. It was over these lines that the Central Pacific finally reached San Francisco. Prior to this, passengers from the east, on the Central Pacific, either took the river boats from Sacramento to San Francisco or left via the Cal.-Pacific.

The Western Pacific R. R. consolidated with the Central Pacific on June 28, 1870. At the height of their career, they had ten locomotives, all eight wheelers except one; and a number of passenger and freight cars. Their locomotives were not numbered, but carried a letter as well as a name.

The first locomotive in California to burn coal as fuel was on this line and the locomotive was the Norris-Lancaster engine "Industry." The engine was fitted up to burn coal at the works of the Central Pacific at Sacramento, and the picture herewith shows it at Terrace, Utah about 1870 with a pile of coal on the tender, but still with a short front end and a bonnet stack. In the history of Sacramento County, it is stated, "On August 29, 1870, The Western Pacific; San Joaquin Valley; California and Oregon; and San Francisco, Oakland and Alameda railroads were all consolidated under the title of Central Pacific Railroad." And so, passed out of the story, the Western Pacific Railroad of California.

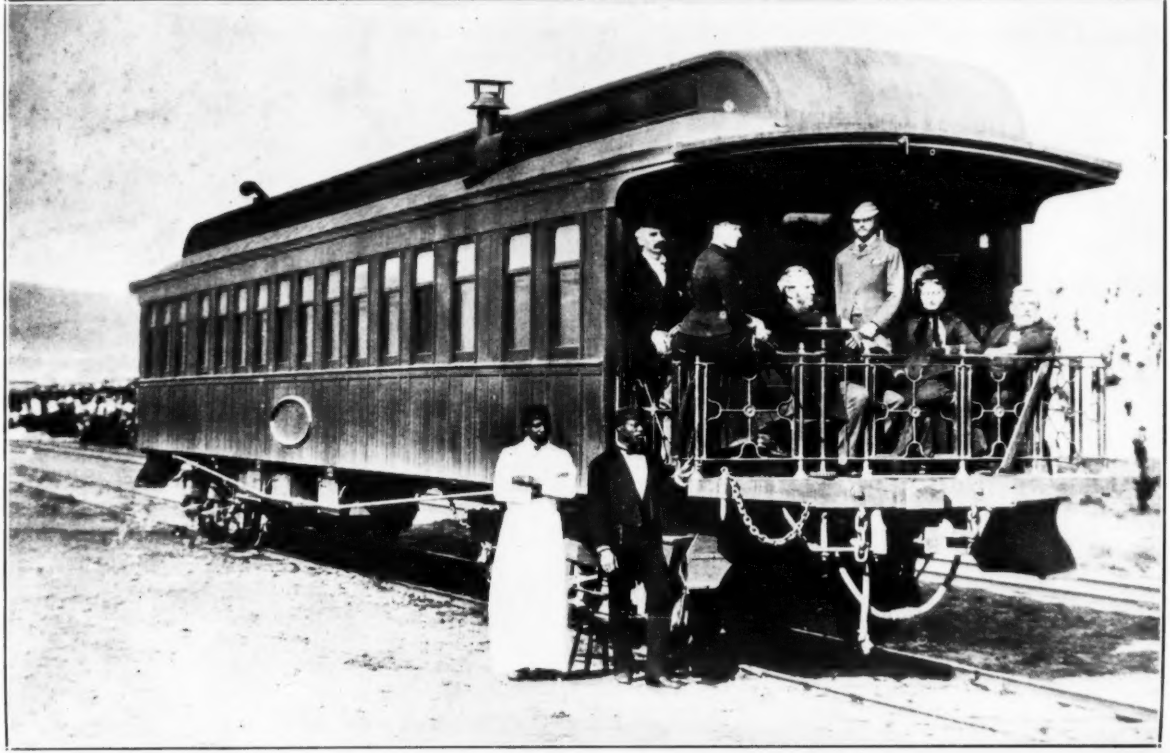
This road, after it became a part of the Central Pacific, erected shops and a terminal at Lathrop a few miles south of Stockton, and at one time had a 28 stall round house and a number of small buildings for the repair and care of locomotives and cars. Later the round house and all equipment was moved to Tracy where the terminal still exists, with a small engine house at Stockton at the location of the old Stockton and Copperoplis R. R.

SACRAMENTO, AUBURN & NEVADA RAILROAD

As was pointed out in a previous chapter, there was formed a company to build a railroad from Sacramento to Folsom, thence to Auburn and on to Nevada City and thence through the Henness pass. This company was formed of Sacramento, Placer and Nevada County citizens in 1852 and a survey was made, but as the project was too gigantic for those that formed the company, the project was abandoned.

When T. D. Judah was surveying for the Sacramento Valley Railroad in 1854, the project was again revived, and when Judah had finished with the Sacramento Valley Railroad, he went over the survey of the Sacramento, Placer and Nevada Railroad and advised that the route was not practicable as it was through a country that was very mountainous, and full of deep gullies and further, the revenue that could be expected would not pay for building the road. However, a company was formed in 1855 to build this road against the sober judgment of so competent a man as Judah.

Nothing much was done until 1859, when grading was started across the river from Folsom and the road was graded as far as Wildwood, 5 miles from Auburn and ten miles from Folsom. Track laying did not commence until a year later and by late 1862 the road was completed to Wildwood, where the end of line remained. Trains were operated over the line from 1863 until some time in 1865 when the line was abandoned and the rails removed to help in building the line from Folsom to Shingle Springs. The company never paid, and the only hopes that the stock holders ever had of getting their money out of the venture was, that when the transcontinental railroad should be built, they felt that it would naturally come through Folsom over the Sacramento Valley



C. P. Huntington, wife and party at Monterey, Calif., in the 80's.

railroad and continue on to Auburn over their line. The time table of 1863 lists one train a day, freight and passenger from Auburn to Sacramento via the Sacramento Auburn and Nevada R. R., connecting at Folsom with the cars of the S. V. R. R. A return train was listed in the afternoon. Very little of the details of this road have ever come to light.

THE FREEPORT RAILROAD

This road, which was really a part of the Sacramento Valley Railroad, was constructed during 1858-59 from Freeport, (first called Newport) on the Sacramento River 10 miles south of Sacramento, to Perkins on the Sacramento Valley Railroad, the entire line being but 12 miles in length. The road was built to beat the city of Sacramento when that town levied an assessment on the railroad for every pound of freight taken across the levee from the boats to the railroad and on every passenger leaving by train. This road, like the Sacramento Valley road, was 5 foot gauge and from all that we can learn never acquired any equipment outside of one small engine named the "George Bragg." Its life was very short, as the Central Pacific abandoned the line when it acquired the Sacramento Valley R. R.

THE SACRAMENTO SOUTHERN R. R.

The Sacramento Southern was incorporated by the Southern Pacific July 8, 1903, to build southward down the river from Sacramento to tap the so called "Delta" region of the Sacramento Valley. Construction was started January, 1906 and the line was opened for traffic to Walnut Grove 23 miles, March 12th, 1912. In reaching Walnut Grove, the Sacramento Southern passed through Freeport, and after the lapse of fifty years, that little town again had a railroad. The Terminus of the Sacramento Southern remained at Walnut Grove until 1929, when a nine mile extension was built to Isleton and a draw bridge erected across Georgiana Slough. During 1931 the line was further extended to the Mokelumne River where the terminus is now located. For a number of years after the line was opened to Walnut Grove, passenger service was carried on, but has since been abandoned, and only freight is handled on the Walnut Grove branch, as the road is now called. It is one of the best paying branches of the S. P.

WESTERN PACIFIC RAILROAD

The present Western Pacific Railroad which operates through Sacramento from San Francisco to Salt Lake City, Utah, was graded through the city in 1907 and tracks laid in 1908. The line passes directly through the heart of the town and cuts the town in half.

The city of Sacramento donated to the Western Pacific R. R. a tract of land in 1909 and at that time, the location was entirely outside the city limits, but is now in the heart of a fine residence section. The W. P. has erected large shops on this location and only recently enlarged their machine and boiler shops to take care of the large power. Nearly all their repair work is done at this point, engines coming in from all over the system for overhaul and rebuild.

The first passenger train on the W. P. arrived from Salt Lake City at 9.25 A. M., August 22, 1910 and was met with an ovation on the part of the citizens of Sacramento, as they hailed the W. P. as a competing line of the S. P. For a time after the formal opening, the W. P. operated a local train from San Francisco to Sacramento and thence to Oroville, but business falling off due to auto and truck competition, the locals were taken off and they now operate one train a day each way from east and west. Several freight trains are operated and the line seems to be paying.

THE ELECTRIC LINES

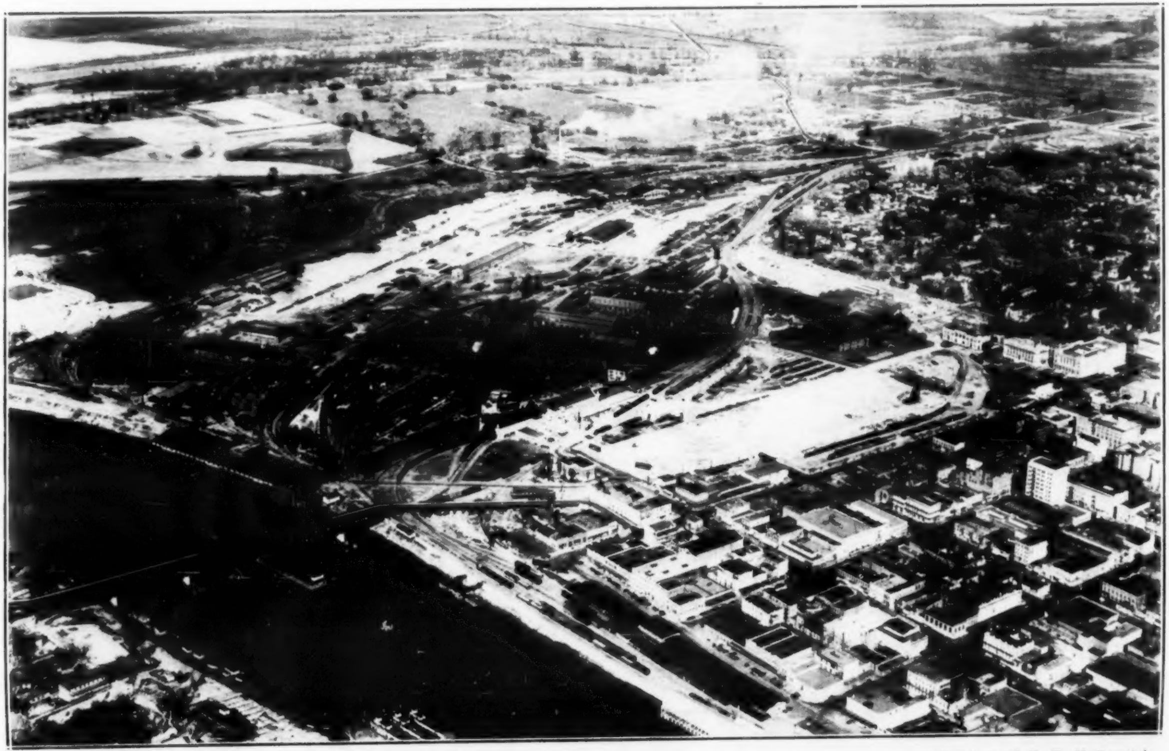
The Northern Electric Railway was conceived by the late Henry A. Butters who was impressed with the need for quick transportation facilities up and down the Sacramento Valley. His associates in the venture were; Louis Sloss, N. D. Rideout, J. Downey, Harvey and E. R. Lilienthal. These men incorporated the Northern Electric Railway company with a capital of $3,000,000. This was later increased to $6,000,000. The initial action of the group was to acquire the street railroad of Chico, and then to secure the right of way from Chico to Oroville. Grading commenced at once and the first passenger train from Chico to Oroville was run April 25, 1906.

Plans were formulated to extend the road to Marysville on the south and W. P. Hammond and E. J. De Sabla joined the company to assist in this undertaking, Mr. Rideout retiring from the company at the same time. Grading was commenced at once and on January 31st, 1907, the Northern Electric train entered Marysville. Grading continued on down to Sacramento and the Northern Electric entered Sacramento December 2, 1907.

The company reorganized late in 1907 and the new company took over the original company. The capital stock was increased from $6,000,000 to $25,000,000.

The Sacramento Terminal Company was formed in 1908 for the purpose of building a belt line railroad in the city of Sacramento from 18th and C street, (the terminal of the Northern Electric) to the water front, in order to secure freight from the river steamers. The Northern Eectric promptly leased this company and thereby secured a right of way to the center of town, as well as a line to the river; which was very valuable to them.

In the meantime, the Vallejo and Northern was organized to build a line from Vallejo to Sacramento, thus tapping the rich fruit and grain fields between the two points. Outside of acquiring a right of way, the Vallejo and Northern never built into Sacramento, but did build a local street car line from Washington, across the river from Sacramento, up M street in Sacramento, along 8th to Eye street and over 19th street to the Western Pacific station and operated this for several years. The Vallejo and Northern also assisted in the construction of the electric railroad bridge across the Sacramento river at the foot of M street; the Sacramento and Woodland R. R., the Northern Electric Ry., the city of Sacramento, county of Sacramento and county of Yolo and the Vallejo Northern being joint owners of the bridge.



Courtesy of C. F. McCormick.

Air View of the Sacramento Shops, S. P. Co. Taken in 1924, showing the start of the new station. The bridge shown is the steel bridge built in 1911 to replace an older wooden one.

The Sacramento and Woodland R. R., constructed from Sacramento to the town of Woodland, a distance of 25 miles, was opened for traffic on July 4th, 1912. This road did a good business, both as to freight and passenger, until the automobiles and trucks took away their traffic. The Sacramento and Woodland was really a part of the Northern Electric and was always operated by them.

With a view to entering Sacramento from the bay area by electric line, the Antioch line, which was operating trains from Oakland to Walnut Creek, reorganized as the Oakland, Antioch and Eastern and acquired a right of way across the counties of Yolo and a part of Solano. This road built their line into Sacramento, acquiring a portion of the bridge rights from the lines then operating the M street bridge. Their trains turned up 3rd street and they had a small station at 3rd and Eye street. They also entered into an agreement with the Northern Electric for through traffic to Chico and Oroville as well as way stations. The first train on the O. A. & E. entered Sacramento the latter part of 1911. The O. A. & E. operated with the trolley system, while the other electric lines operated with a third rail, the collector shoe running on top the rail.

At a reorganization of the O. A. & E. the name of the line was changed from Oakland, Antioch and Eastern to San Francisco and Sacramento R. R. "The Short Line." The O. A. & E. had all steel cars of the latest design and were very comfortable. This road also had a deluxe train between San Francisco and Sacramento, with a parlor car and diner, and their passenger business was paying well when the autos, trucks and busses finally cut in so heavily that it was necessary to take some trains off and curtail service.

The Northern Electric Ry., finding its business falling off to the extent that it was unprofitable to longer operate, the Western Pacific R. R. acquired this road and the name was changed to Sacramento Northern in 1921, and in 1927 the Western Pacific also acquired the San Francisco and Sacramento R. R. These are now operated by the Western Pacific as feeder lines. Some passenger trains are still run over the Sacramento Northern, as the line is now called from Chico to San Francisco, and several trains a day are operated to Woodland, the school children coming from the surrounding country to the junior college at Sacramento via this route. The Northern Electric also operated a street car system in Sacramento, running from 31st and F streets, along 31st to C street, along C street to the main line of the N. E. from Chico, thence down D street to 15th and along 15th to Eye street and over 8th to J street. Fare five cents, and while the other lines in Sacramento have increased their fare to 7 cents, the Sacramento Northern, which now operates the street system of the N. E. Ry., still charges 5 cents.

The Central California Traction company, which was operating between Stockton north to Lodi, acquired a right of way and built their line into Sacramento during 1910. This gave fast frequent service between the towns of Stockton and Sacramento, and also gave transportation to a number of small towns that had been without any transportation facilities except the stages. The Central California Traction company ran their first train from Sacramento to Stockton on August 29, 1910 and the writer of this article was a passenger on this train.

The Central California Traction Company later changed their name to The Traction Company. They operated a street car system in the cities of Stockton and Sacramento, and still operate a street car system in Sacramento starting at 8th & K streets, down 8th to X street, out X to 31st, south on 31st to Sacramento Blvd., along that street to 4th Avenue, over 4th Avenue to Stockton Blvd., south along this street to Colonial Heights. Fare is 7 cents, with 4 tokens for 25 cents.

Due to passenger business falling off from bus and private auto competition, the Traction Line discontinued passenger business in 1933 and operate freight only. The Traction Line was acquired jointly by the Southern Pacific and Santa Fe Roads. It is now operated by them under a separate organization which is still known as the Traction Company.

The Northern Electric Ry. when it first entered Sacramento, had a small station at 19th and C street, but soon built a station on the corner of 8th and J street, all trains leaving from the middle of the street. The Traction Line also used this station as did the Sacramento and Woodland R. R. In 1925 the Electric Lines jointly built a Union station at 12th and H streets and this station is still being used, trains entering the yards from 11th and Eye and departing around by way of 12th and Eye.

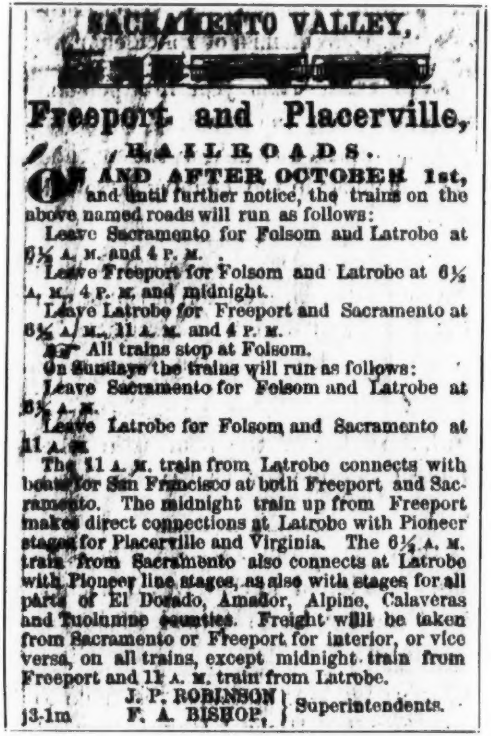
The Sacramento Northern has its main shops in the city of Chico, and also operates a small repair shop at 17th and D street in Sacramento. Their freight depot is at 8th street between Front and Second in Sacramento, which is also used by the Traction Line. In order to get to the freight station, the Sacramento Northern runs along 31st street from C street to X street and thence down X street to Front and along Front to the station.

SOURCES

In preparing the "Romance of the Railroads Entering Sacramento" the writer used all possible care in securing data wherewith to prepare the article. The files of the *Sacramento Union* from 1852 to 1884 were carefully gone over for references to railroads, the files of the *Sacramento Union, Sacramento Bee* and the *Sacramento Star,* from 1902 until date were carefully scanned. Bancroft's *"History of the Builders,"* the various directories of Sacramento county, the registers of Sacramento, reports of the different railroads, *"From Trail to Rail"* by Erle Heath, *"Historical Outline of the Southern Pacific"* by the S. P. Bureau of News, records on file in the Supt. Motive Power of the S. P., personal records of the older employees of the S. P., the different guides issued in the early days of the transcontinental R. R., advertisements in the older magazines, and the personal recollection of some of the actual happenings by the author were all used.

Naturally, some mistakes will creep into anything put to print, especially anything of an historical nature. Where any mistakes have occurred, they were not intentional and I would ask that you do not look too deep, for after all an historian is only a compiler.

EDITOR'S NOTE:—All photographs, unless credited otherwise are from the collection of Mr. Joslyn.



SACRAMENTO VALLEY,

Freeport and Placerville,

RAILROADS.

ON AND AFTER OCTOBER 1st, and until further notice, the trains on the above named roads will run as follows:

Leave Sacramento for Folsom and Latrobe at 6½ A. M. and 4 P. M.

Leave Freeport for Folsom and Latrobe at 6½ A. M., 4 P. M. and midnight.

Leave Latrobe for Freeport and Sacramento at 6½ A. M., 11 A. M. and 4 P. M.

☞ All trains stop at Folsom.

On Sundays the trains will run as follows:

Leave Sacramento for Folsom and Latrobe at 6½ A. M.

Leave Latrobe for Folsom and Sacramento at 11 A. M.

The 11 A. M. train from Latrobe connects with boats for San Francisco at both Freeport and Sacramento. The midnight train up from Freeport makes direct connections at Latrobe with Pioneer stages for Placerville and Virginia. The 6½ A. M. train from Sacramento also connects at Latrobe with Pioneer line stages, as also with stages for all parts of El Dorado, Amador, Alpine, Calaveras and Tuolumne counties. Freight will be taken from Sacramento or Freeport for interior, or vice versa, on all trains, except midnight train from Freeport and 11 A. M. train from Latrobe.

J. P. ROBINSON, }
F. A. BISHOP, } Superintendents.

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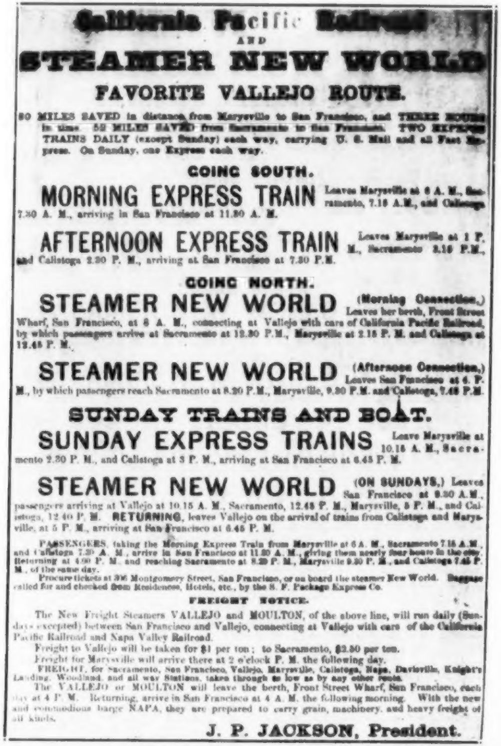
Advertisement of the Sacramento Valley R. R., Sacramento & Placerville R. R., Freeport R. R. in the Sacramento Daily Union, December 1864.



California Pacific Railroad

AND

STEAMER NEW WORLD

FAVORITE VALLEJO ROUTE.

80 MILES SAVED in distance from Marysville to San Francisco, and THREE HOURS in time. 52 MILES SAVED from Sacramento to San Francisco. TWO EXPRESS TRAINS DAILY (except Sunday) each way, carrying U. S. Mail and all Fast Express. On Sunday, one Express each way.

GOING SOUTH.

MORNING EXPRESS TRAIN Leaves Marysville at 6 A. M., Sacramento, 7.15 A.M., and Calistoga 7.30 A. M., arriving in San Francisco at 11.30 A. M.

AFTERNOON EXPRESS TRAIN Leaves Marysville at 1 P. M., Sacramento 3.15 P.M., and Calistoga 2.20 P. M., arriving at San Francisco at 7.30 P.M.

GOING NORTH.

STEAMER NEW WORLD (Morning Connection,) Leaves her berth, Front Street Wharf, San Francisco, at 8 A. M., connecting at Vallejo with cars of California Pacific Railroad, by which passengers arrive at Sacramento at 12.30 P.M., Marysville at 2.15 P. M. and Calistoga at 12.45 P. M.

STEAMER NEW WORLD (Afternoon Connection,) Leaves San Francisco at 4 P. M., by which passengers reach Sacramento at 8.20 P.M., Marysville, 9.30 P.M. and Calistoga, 7.45 P.M.

SUNDAY TRAINS AND BOAT.

SUNDAY EXPRESS TRAINS Leave Marysville at 10.15 A. M., Sacramento 2.30 P. M., and Calistoga at 3 P. M., arriving at San Francisco at 6.45 P. M.

STEAMER NEW WORLD (ON SUNDAYS,) Leaves San Francisco at 8.30 A.M., passengers arriving at Vallejo at 10.15 A. M., Sacramento, 12.45 P. M., Marysville, 5 P. M., and Calistoga, 12.40 P. M. **RETURNING**, leaves Vallejo on the arrival of trains from Calistoga and Marysville, at 5 P. M., arriving at San Francisco at 6.45 P. M.

PASSENGERS, taking the Morning Express Train from Marysville at 6 A. M., Sacramento 7.15 A.M., and Calistoga 7.30 A. M., arrive in San Francisco at 11.30 A. M., giving them nearly four hours in the city. Returning at 4.00 P. M. and reaching Sacramento at 8.20 P. M., Marysville 9.30 P. M., and Calistoga 7.45 P. M., of the same day.

Procure tickets at 306 Montgomery Street, San Francisco, or on board the steamer New World. Baggage called for and checked from Residences, Hotels, etc., by the S. F. Package Express Co.

FREIGHT NOTICE.

The New Freight Steamers VALLEJO and MOULTON, of the above line, will run daily (Sundays excepted) between San Francisco and Vallejo, connecting at Vallejo with cars of the California Pacific Railroad and Napa Valley Railroad.

Freight to Vallejo will be taken for $1 per ton; to Sacramento, $2.50 per ton.

Freight for Marysville will arrive there at 2 o'clock P. M. the following day.

FREIGHT, for Sacramento, San Francisco, Vallejo, Marysville, Calistoga, Napa, Davisville, Knight's Landing, Woodland, and all way Stations, taken through as low as by any other route.

The VALLEJO or MOULTON will leave the berth, Front Street Wharf, San Francisco, each day at 4 P. M. Returning, arrive in San Francisco at 4 A. M. the following morning. With the new and commodious barge NAPA, they are prepared to carry grain, machinery, and heavy freight of all kinds.

J. P. JACKSON, President.

Advertisement of the California Pacific R. R. 1872.

New Books

The Big Four, By Oscar Lewis, 418 pages, 9¼x6, illustrated. Published by Alfred A. Knopf, 501 Madison Ave., New York, N. Y. Bound in cloth. Price $4.50.

This is the story of Collis P. Huntington, Leland Stanford, Mark Hopkins and Charles Crocker together with the building of the Central Pacific Railroad. To those who have enjoyed Mr. Joslyn's narrative of the railroads that played a part in the development of Sacramento, this book is bound to be doubly interesting.

The author, Oscar Lewis, has long been an authority on California history. While we know that Huntington was a shrewd manipulator and was the lobbyist at Washington; that Leland Stanford, founder of the university bearing his name was one time Governor of California and United States Senator; that Hopkins was the watchdog of the railroad treasury and that Crocker founded a banking institution still important in the affairs of California, the author has portrayed these men as they faithfully played their roles without resorting to harsh criticism of his characters. True, they no doubt had their weaknesses and their faults, but after all, they were human like all of us. Theirs was a stupendous undertaking, the construction of the Central Pacific R. R. during the Civil War. All the material had to be brought to them over two oceans and the Confederate Navy, always on the watch for Union shipping, added greatly to their difficulties and the cost of construction.

After reading the book one feels that he has had a very intimate glimpse into the private affairs of the "Big Four" and their huge undertaking—the construction of a railroad to unite California with the rest of the Nation. It is full of facts and quaint anecdotes that reveal much of their character and furthermore, it is carefully indexed and is extremely valuable for reference. Mr. Lewis deserves much credit for his six years of effort and it is a book that can be highly commended to our members.

In Memory of

MORRIS WENK
707 Addison Avenue,
Palo Alto, California
Who died in 1938, date unreported